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ATLANTIC FISHERMAN

Mr. F. H. Anderson (Director)
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VOL. X

Registered U. S. Patent Office
JUNE, 1929

No. 5



Reflections of a By-Gone Day

As the old clipper ships still reflect their astonishing accomplishments, so does Columbian *Tape-Marked* Pure Manila Rope in its day-in and day-out use reflect in the minds of fishermen the fact that it is a Quality Product, unsurpassed and seldom rivaled.

Columbian Lines are every day writing their own story of service and proving the manufacturer's faith in giving them the broadest Guarantee in the cordage industry.

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Branches:-- New York Chicago Boston New Orleans Philadelphia

Boston Office and Warehouse - 38 Commercial Wharf



Edison Batteries Afloat

The alert boat owner and fishing skipper is ever seeking ways and means whereby he may reduce his costs—for he knows that reduced costs mean increased profits

Q In the purchase of batteries or any equipment, it is a generally conceded fact that final cost is the important factor—not first cost Because the Edison Battery has a useful service life of many years and because it is endowed with unsurpassed ruggedness and ability to withstand severe usage—its final cost or cost per year of service

is less than that of any other battery for boat lighting or ignition Q A copy of our beautifully illustrated bulletin, "Edison Batteries Afloat" containing real facts, will be sent you upon request.



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The "red line 'round the top" is your assurance of honest dollar value. Dealers who serve the fishermen best—in ports on both sea and inland waters—carry these Goodrich Kingfisher Boots. Lined with cotton or wool. In storm-king, sporting, or hip lengths. Sizes 5 to 12. Black extension soles. Specially reinforced for rough wear.

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Goodrich

KINGFISHER BOOTS FOR LONGEST WEAR

BUY THE FAMOUS HOOD ARROW BOOTS

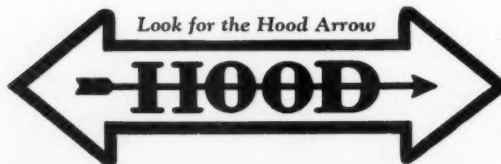


Hood Arrow Boots are made of extra quality black gum stock, famous for its resistance to cracking and checking. They are obtainable in four heights: Short, Storm King, Sporting and Hip, with duck or knit lining. Soles are of extra thick, tough, gray, tire-tread stock.

Always look for the Hood Arrow on the boot you spend your dollars for. Hood puts this mark of quality only on boots proved by test to give the longest wear and the most satisfactory service. Hood Arrow Boots will stand up under the storm and stress of the hardest season.

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Watertown, Massachusetts



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There's no carbon to clean away when engines are lubricated with Socony Turex Oils.

SOCONY

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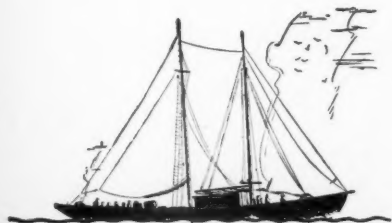
Diesel Engine Fuels
Turex Oils for Diesel Engine Lubrication
Gasoline . . . Special Gasoline
Parablast Motor Oils

SOCONY TUREX OILS make less work for you

THAT is the report of many satisfied customers. They find it unnecessary to grind carbon from valves in their Diesel engines because Socony Turex oils form no carbon.

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STANDARD OIL COMPANY OF NEW YORK



An old Friend CHANGES HIS *Signature*

A change in signature, with a corporation as with an individual, does not signify a change in character, in policies nor in ideals.

Commencing this month the famous line of Bessemer Diesel Engines will be brought to the marine industry over the signature of The Cooper-Bessemer Corporation—a merger of one of the nation's largest builders of diesel marine engines with one of the world's foremost builders of gas engines and compressors.

This change in signature heralds no change whatsoever in Bessemer policy or ideals. Bessemer diesels will still be Bessemer diesels—designed by the same engineering staff; built to the same high standard that has made Bessemer performance a by-word; fabricated by the same skilled craftsmen; sold and serviced by the same friends you know so well.

While the signature is changed, Bessemers are still Bessemers—the same famous engines that have been making marine history and setting the standard of marine performance.

THE COOPER-BESSEMER CORPORATION
Diesel Engine Division

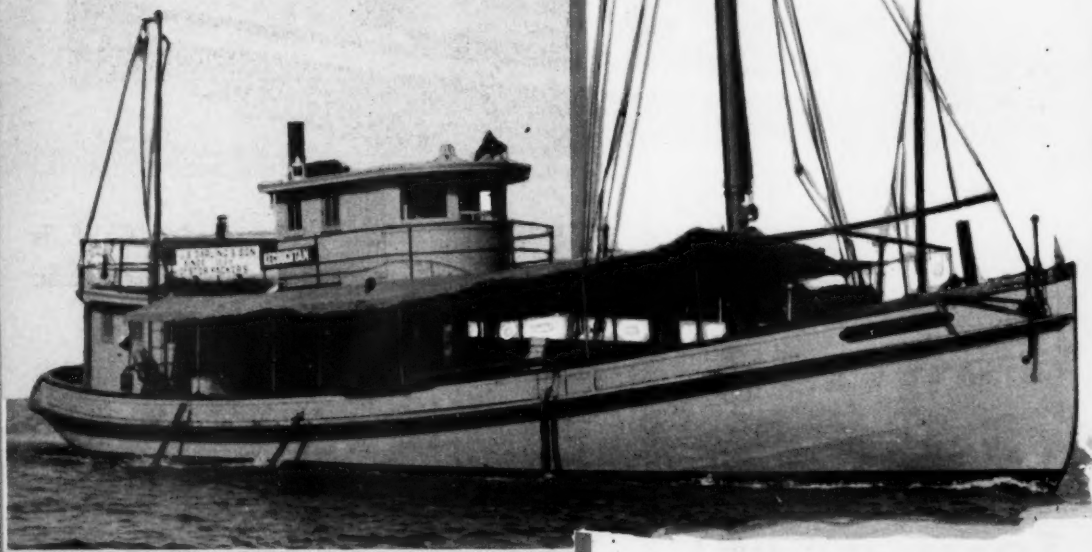
Grove City, Pa.

BESSEMER DIESELS

SOLD ON PERFORMANCE

**Here comes
the
"Kecoughtan"
like a new boat**

87' oyster boat "Kecoughtan"
of Hampton, Va. converted
with a 180 hp. F-M Diesel



She steps along 50% faster with her 180 hp. F-M Diesel than she ever did with steam.

She's handling more oysters now than the three other power boats in her fleet combined.

And her low operating expense puts her still farther in the lead on profits—fuel costs are only one-fifth as much per horsepower as for the gasoline boat in the fleet.

The "Kecoughtan" represents a new class of craft that is rapidly making its appearance in fishing and yachting circles—old steam vessels that with F-M Diesel Engines are given a new term of usefulness through the larger cargo space available, greater economy and longer cruising range.



**POWER,
PUMPING
AND
WEIGHING
EQUIPMENT**

**FAIRBANKS-MORSE
DIESEL
ENGINES**



FAIRBANKS-MORSE DIESEL ENGINES



Powered for *low cost* fishing

▲
The "Patriotic" of San
Pedro, Calif.
Owner—Chiomatsu Ryono
Length overall—78'
Length water line—72'
Beam Extreme—19'
Power—6 Cyl. 10" x 12½"
F-M Diesel Engine
▼



OA37.267

THE "Patriotic" of San Pedro, Calif., is one of the many new tugs in the Pacific Coast fleet powered for *low cost* fishing.

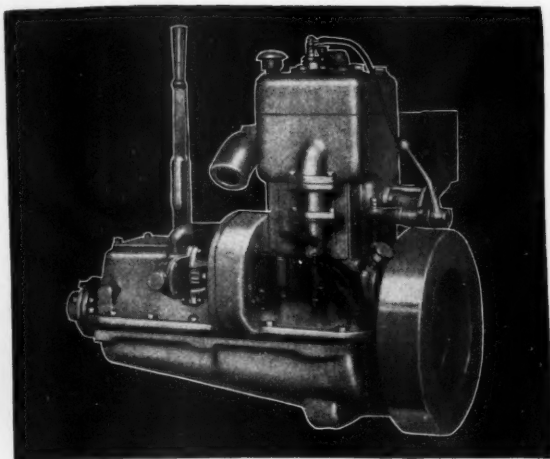
Whether it is a day's fishing or a month's cruise, her 6 cylinder F-M Diesel is always ready to take her anywhere at a cost that will make fishing profitable.

Fairbanks-Morse Research and Development have perfected the simplest engine with highest over-all economy ever designed for marine service.

Fishermen everywhere have enthusiastically welcomed this reduction of one of the heaviest expenses of fishing with the result that new F-M Diesel tugs are rapidly being built and old vessels converted to this lower cost power.

FAIRBANKS, MORSE & CO., Chicago
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FAIRBANKS-MORSE DIESEL ENGINES



Dependable Performance for Fishermen

THE Universal Single Cylinder, 6-8 H.P. Motor has been designed to give really smooth performance for those who need only small power but want it dependable.

The crankshaft is carefully counterbalanced, Lynite is used for connecting rods, pistons are light weight, bearings are oversize, cylinder head is of the Ricardo type.

The Universal Single Cylinder is also available with a Universal silent Reduction Drive designed for propeller speeds of from 65 to 550 R. P. M. Without the drive this motor will turn a 12 by 14 or 13 by 10 three blade propeller at as much as 1200 revolutions per minute. This efficiency coupled with the quietness of the 4-cycle motor, and the smoothness inherent in all Universal Motors has made many friends among fishermen who want a reliable, inexpensive motor.

UNIVERSAL MOTOR COMPANY

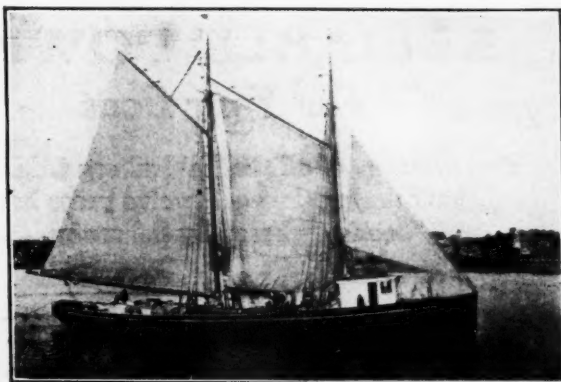
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Oshkosh, Wisconsin

New York Show Room: 44 Warren Street
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Our catalogs are now ready. Send for them before you buy a new motor.



NOT CONNECTED WITH
ANY OTHER FIRM USING
THE NAME "UNIVERSAL"



THE DRAGGER "Lucia," owned by John Chisbalm Fisheries Co., Gloucester, Mass., counts a dependable 56-cell Exide-Ironclad among her important equipment. This efficient, long-life battery meets electrical needs aboard the Lucia.

Rough Weather on the banks

won't bother these batteries

Special Construction of Exide-Ironclad
Marine Batteries makes them function perfectly under all conditions

WHEN waves splash high over the quarter . . . when the boat is tossing like a cork . . . don't worry about your pumps or lights—they'll work perfectly if the current supplied them is from an Exide-Ironclad Marine Battery.

From the Grand Banks to the Gulf, Exides have proved their worth to skippers . . . engineers . . . owners. These dependable batteries are specially designed to stand up under all kinds of hard usage.

Exide-Ironclads insure ample power for your hoists, pumps, floodlights and other electrical equipment. And the unique slotted rubber tube construction of the positive plates insures long, trouble-free life and real economy.

Get in touch with an Exide representative. There's one in every important port. He'll be glad to talk over your needs with you. No obligations. Before buying your next batteries, learn all about Exides . . . how they can save you money.

Exide

IRONCLAD
MARINE BATTERIES

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Boston Branch: 100 Ashford St.

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RELIABLE POWER For Your Boat

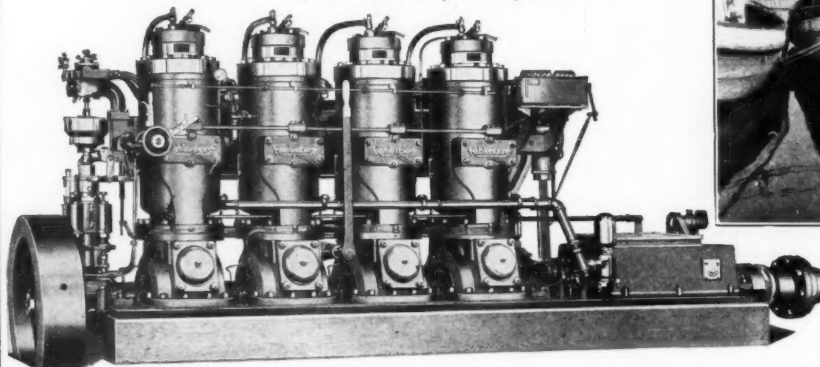
Three-fourths of all the Kahlenberg Oil Engines built during the past twelve years have been purchased by fishermen.

Engine sizes from 20 to 200 H. P. Write for information.

KAHLENBERG BROS. CO.

1709 Twelfth Street, Two Rivers, Wisconsin, U. S. A.

Distributors at New York, Norfolk, and St. Hyacinthe, Quebec.



Trawler "Marion J." of Hampton, Va., equipped with a 45-54 H. P. Kahlenberg Oil Engine. One of the rapidly increasing fleet of Kahlenberg powered boats operating on the Atlantic Coast.

THE HEAVY DUTY ENGINES WITH THE LONGEST LIFE AND LOWEST UPKEEP



Tenants Harbor, Maine
March 6, 1929

New Bedford Cordage Co.
Boston, Mass.
Dear Sirs:

I am writing thanking you for the sample warp that you sent me. After using nine months it proves to be the best warp I ever used. I used four other brands of warp and that of yours outlasted them all.

Yours truly,

(Signed) C. E. FREEMAN

**Captain Freeman is now using NEBCO
Braided Manila pot warp on all his gear.**

Will Not Kink

Cannot Unstrand

Test a sample warp against the best three-strand rope

NEW BEDFORD CORDAGE CO.

General offices
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Established 1842
MILLS—New Bedford, Mass.

Boston offices
10 HIGH ST.

Small Diesels 20 to 120 H. P.



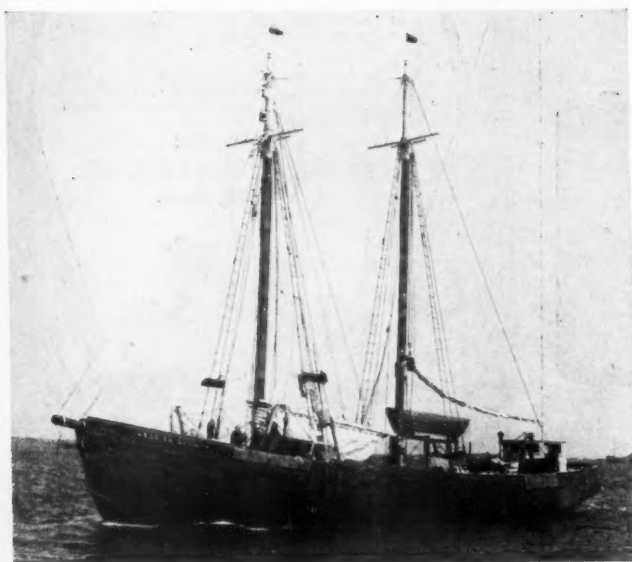
5" x 7"
 2 cyl. 20-25 HP
 3 " 30-37 "
 4 " 40-50 "
 6 " 60-75 "

LARGER SIZES
 6" x 10"
 4 cyl. 60-80 HP
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*Fully described
 in Bulletin No. 60.*

Pump Injection—Four Cycle—Burn same fuel as large Diesels—Start cold—no preheating. Correct design and high quality workmanship assure dependable operation, and lowest cost for fuel and upkeep. Run smoothly and quietly at any speed from 200 to 800 r.p.m. idle or under load.

HILL-DIESEL ENGINE COMPANY 88 BROAD ST.
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STANDARD DIESEL
 powered Dragger head
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Their crews will tell you
 it's because that Stand-
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Get a Standard Diesel and
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BECAUSE they provide the same fat, hot sparks at all engine speeds, Eveready Dry Batteries can be relied on for quick starting and never-miss running. Most fishermen prefer the Eveready Hot Shot—its steel case is water-proof, and the battery can't be short-circuited by rain, fresh or salt water, or accidentally. Drop pliers or the anchor chain on top of it, and still the Eveready Hot Shot isn't harmed at all. On sale in every port.

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Unit of Union Carbide and Carbon Corporation

EVEREADY COLUMBIA Dry Batteries



WHITLOCK PAT'D AUG. 3, 1926. REG. U.S. PAT. OFF. WATERFLEX CORDAGE

Thoroughly water-resisting
Permanently lubricated
Easy to handle and splice—wet or dry
Does not swell, harden or kink
Always remains flexible
Lasts longer—Serves better
Costs no more

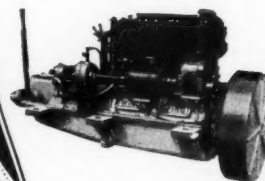
WHITLOCK CORDAGE CO.

46 South Street, New York
226 State Street, Boston, Mass.

FOR cruiser, runabout, work boat or auxiliary, here is a motor tested in every service and endorsed by thousands of fishermen the world over. Compact, sturdy and powerful enough for good sized craft. For a score of years, the Thorobred F has met the test of time with flying colors . . . is without question one of the most remarkable values on the market today.

Write for Catalog

RED WING MOTOR CO.
RED WING, MINN.



F 28-36 4 cylinder 4 cycle
Thorobred. Bore 4 1/8".
Stroke 5". Compact, powerful and very economical to operate. Without electric starter. Fully salt water equipped.

Red Wing Thorobred
THE MOTOR WITH POWER TO SPARE

The purpose of the ATLANTIC FISHERMAN is to be a factor in the industrial growth of the commercial fisheries. To this end, the magazine is dedicated to the prime factors, in effect the creators, of the industry—fish producers, men who either fish themselves or who are instrumental in production through immediate interest in floating property.

The ATLANTIC FISHERMAN serves its readers by discussing fishery topics; by presenting new methods, gear and designs by being sufficiently interesting to afford relaxation from the strain undergone by those who follow the sea.

While we realize that successful re-handling and re-selling are vital to producers, experience shows that the division between distribution and production is so distinct in the fishing industry that it is impossible to serve both faithfully. Therefore, the ATLANTIC FISHERMAN is published exclusively for producers—captains, owners and crews of fishing craft.

ATLANTIC FISHERMAN

Registered U. S. Patent Office

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Fish Hawk and Albatross Fitted Out

THE *Fish Hawk* and *Albatross*, although built and originally fitted in 1918, are the latest complements of the growing fleet of beam trawlers. A decade ago Captains Jack and Bill Hayes fished the vessels a couple of years, after which they were purchased by the Consolidated Fisheries Co., with three other of the East Coast vessels. The Consolidated, a menhaden oil and fertilizer producing concern, intended to use these vessels in the pogy business with their fleet of about thirty boats, but postponed changing them over from trawlers, until a few months ago it was deemed advisable to use them in the fishery for which they were built. For the present, anyway, the Consolidated Fisheries Company will not engage in the fresh fish trade, but will be among those who operate vessels independently of a wholesale business. It is expected that the *Fish Hawk* and *Albatross* will run out of Boston, although the owners' plants are at Lewes, Del., in North Carolina, and Connecticut.

The *Fish Hawk* is 139 ft. by 24 ft. by 13 ft.; and the *Albatross* is ten feet longer and has a foot more beam. They are of wood construction, built in Portland. The reconditioning was done by the Norfolk Marine Railways, Norfolk, Va., and the New England Trawler Equipment Co., has fitted them out in Boston.

Both vessels are heavily built and are in good shape. Originally they had steam, but eight cylinder, 500 h.p. air injection Wintons have been put in. Pacific-Werkspoor three cylinder 150 h.p. diesels direct connected to 100 kw., 350 r.p.m., Westinghouse generators are the main auxiliaries. The Winton engines were used a while in Pacific coast lumber carriers, and the Pacific Diesels were built for the Government. Thus, considerable expense for machinery was saved—an important matter in conversion or reconditioning if profits are to be anticipated. The Pacific Diesel Engine Co. has been taken over by Atlas Imperial and there are a few of the Werkspoor type engines in stock which can be had at reduced prices.

Other engine room equipment includes, on the port side aft of the main generators, Winton 45 h.p. motor-driven compressors, auxiliary motor-driven Worthington compressors, and Fairbanks-Morse running water system units, while to starboard there are De Laval oil cleaners, several Worthington and Humdinger plunger pumps, oil burning, tube, combination

steam and hot water boilers, three cylinder Colo engines running 15 kw. Diehl generators, and the light circuit switchboards.

Forward, 'midships, are the auxiliary motor and winch drive switchboards. Over them are the air bottles, and way forward oil tanks. The battery trays are overhead on the port side, and are reached from the engine platforms. Edison batteries are used.

The big generator furnishes 230 volt current for the winch and all motor driven auxiliaries, including a motor generator which in turn gives 110 volts that can be used in the lights or for

battery charging. Air for the main generating set can be delivered by the small compressor so the entire auxiliary outfit is one hookup or each independent, and if any one of the units run the others can be started.

Forward of the hold are the old water tanks. These have been left for trim tanks. There are two staterooms and lockers for engineer's stores aft below.

The forecastles, which are on the main deck, sleep eighteen men singly. Stoves are used for heating. The net rooms are below the forecastle. The galleys are way aft in the deck house, and they, like the engine rooms, are exceptionally roomy. Webb Perfection oil burning ranges are used. The radio rooms are over the galleys and not adjacent to any other sleeping quarters or staterooms. This arrangement should prove to be a good one from any standpoint. The pilot houses and cabins are conventional except for the American Engineering Company electric steerers. These, of course, are easy and

(Continued on Page 16)



The Consolidated Fisheries Co. Trawler Albatross

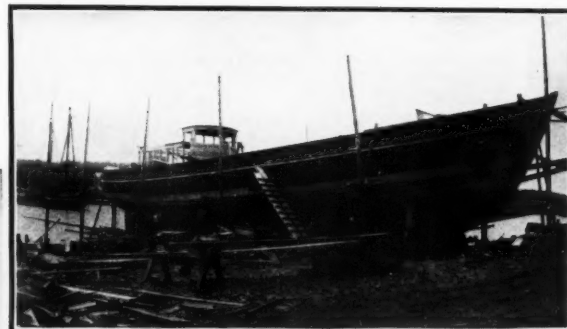
The Albatross and Fish Hawk, with grey hulls, green superstructure and white spars and trimmings, are a contrast with the usual drab trawler.

A Group of Maritime Fishermen



The Dot & Hellie, recently built at Shelburne for the Lockeport Company, Ltd., Lockeport, N. S. This vessel is a little over 100 tons and has 140 h. p. Although she fishes with dories at present, her beds and deck were built for conversion to dragging at any time. Captain Bert Payzant is master.

Each
with
Fairbanks-
Morse
Power

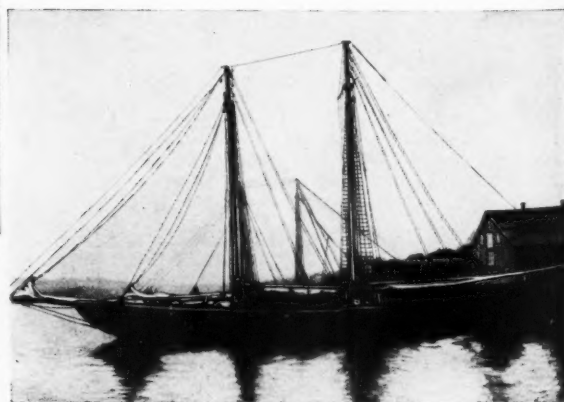


A fish carrier building for the National Fish Company at Leary's yard, Dayspring, N. S. She is 102' long, pole sparred, and runs ten miles an hour with 150 h. p. It was expected that she would freight to Boston to the National branch, contemplated before the death of Arthur Boutillier.



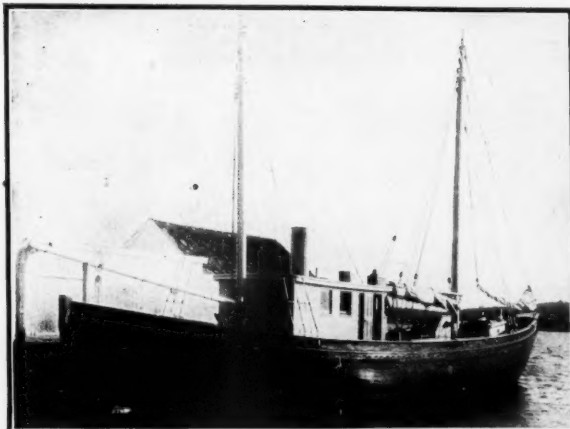
Schooner John H. McKay, Lunenburg, highliner in the 1928 halibut fishery under Captain O. C. Mossman, has 140 h. p.

140-foot schooner Jean and Shirley, owned by W. C. Smith & Co., Lunenburg, 80 h. p. engine.

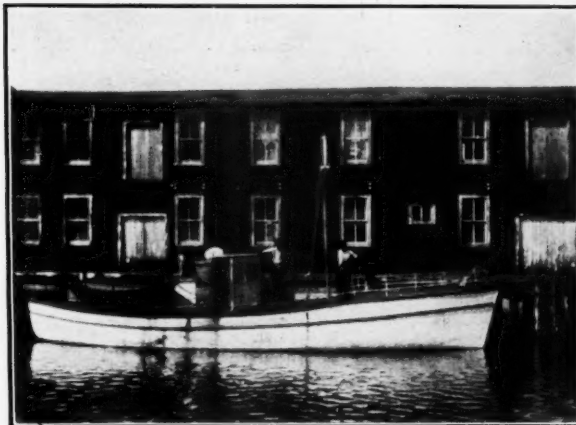




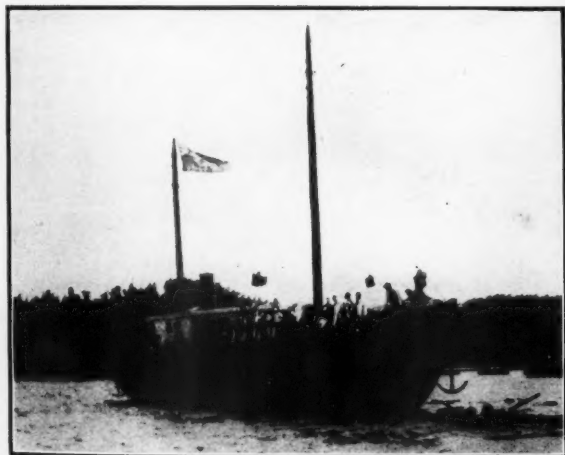
The National II, a 60-foot National Fish Co. Carrier with 75 h. p.



The Radio II, built in 1925, by W. C. McKay & Son for D. C. Outhouse, Tiverton. She runs to Gloucester with salt fares, 90', 60 h. p.



For collecting fish along the shores to supply their plant at Mulgrave, the A. & R. Loggie Company operate three vessels, one of which, the Teddy Roosevelt, has a capacity of 9,000 lbs. boxed. She is a 38-footer and is powered with 20 h. p.



Arthena Marie, engaged in taking salmon from the Labrador coast to Halifax for Sylvester Dumphy, of North Sydney, 150 h. p.

The Flor-Del-Mar, originally a U. S. sub chaser, is now run by B. B. Cann of Yarmouth. A 60 h. p. engine replaced the gasoline power.



Fish Hawk and Albatross

(Continued from Page 13)

convenient, but with all the gears that there are in them, they look as though they might be noisy. The chiefs and mates have separate staterooms right under the cabins, abaft the winch motor rooms.

As much of the original deck gear has been retained as possible. The winches, capacity 600 fathoms, were strengthened, replacements made where needed, and changed over to electric by the N. E. Trawler Equipment Company, and new sheaves were put in all bollards and gallows frames. New Engiad electric fish hoists have been put on. The winch motors are watertight 85 h.p. General Electric, bolted through long fore and aft sills in the motor rooms. The back gear shaft bearings are part of the winch frame castings, making a rigid and sturdy job. There are two bearings supporting each bevel gear shaft and two for the motor shafts, and the shafts between float between two flexible couplings that run in oil. This will take care of any weaving or misalignment that ever takes place. A speed reduction of five to one is made in the back gears.

All in all the *Albatross* and *Fish Hawk* are neat, able looking vessels, and what's more they should not have cost so much that running them will be for fun instead of profit. The work has been well done and there are several unusual details that add to the comfort or working ability. For in-

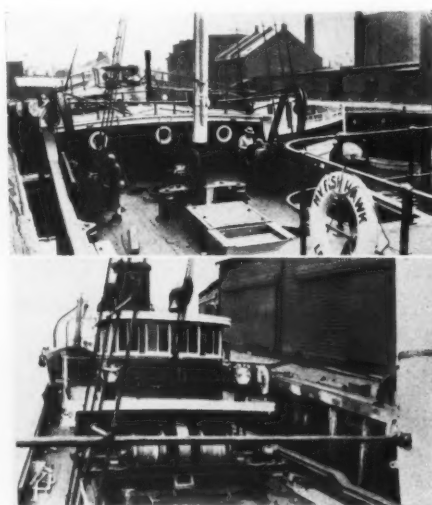
Putting Fish Waste to Work

By E. T. ELLIS, F. J. I.

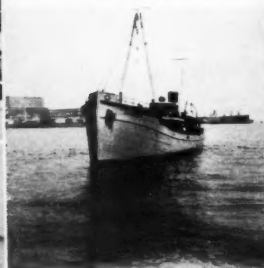
FISH waste may be put to work in a very great many ingenious and interesting ways. There are few trades that are unable to deal with it successfully in one form or another, and a number of workers are only too glad to pick up fish waste at a nominal figure, as they find by manipulating it that they can save themselves substantial sums which would otherwise have to be expended upon chemicals from the recognized sources. Fish traders should realize this, and not give away the waste too freely. In most instances it is well worth the while of the larger firms to work it up on their own account, and the smaller firms are recommended to sell to the larger ones, who can treat big bulks more economically than they could ever do.

Fish waste can first of all be put to work as raw material for the candle trade. The more oily forms are particularly suitable for this industry, and such waste should be submitted to digestion with one of the recognized grease solvents, or even with superheated steam, so that the fat may be removed from the nitrogenous and mineral residue, as it is the fish oil that we require.

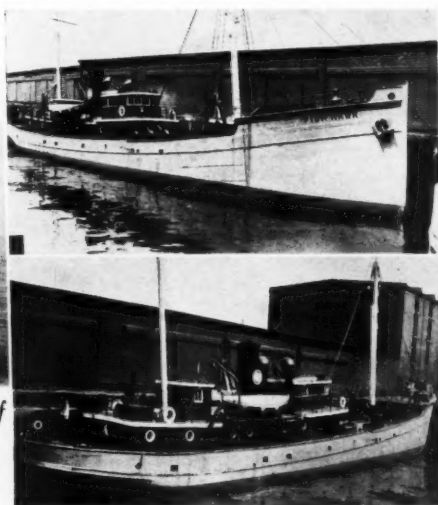
This crude oil can be purified in one of the well known ways, and after this has been carried out fish traders should solidify it and deodorize it by means of the hydrogenation



Albatross
and
Fish Hawk



Note the location of
the radio house,
aft over the
galley.



stance, the bulwarks are sheathed inside; there are manholes in the stacks; brass dogs and fittings have been used everywhere on deck. Of course second hand machinery is pretty much of a gamble, but not as great a one as spending a hundred and fifty or seventy-five thousand dollars on converting an old steamer into a diesel trawler. The N. E. Trawler Equipment people advocated only such changes in the deck gear as would be absolutely necessary, and their judgment will undoubtedly prove sound. This concern, which is the only local one that has had much to do with the *Fish Hawk* and *Albatross*, are furnishing the outfits for Captain Tom Benham's new hundred footer, now building at Story's yard, for Captain Jake Brigham's new ninety-eight foot *Rainbow*, built by James, and for Captain Sandy Smith's ninety foot dragger under construction at Damariscotta, in addition to the gear for the *Lucia* and the two new Bay State trawlers coming along at Bath.

Captain William Williams, who has had the *Alden A. Mills* since Captain McLain left her for the *Cormorant*, will have the *Fish Hawk*. He has taken the mate and part of the gang with him. Z. Staer, formerly with the Winton Engine Company, and who has done time in diesel electric ships, is chief.

The *Albatross* is to be commanded by Captain Jack Hayes, always among the highliners, and lately in the *Zelda*, *Saturn* and *Harvard*. His engineer is F. Samuelson.

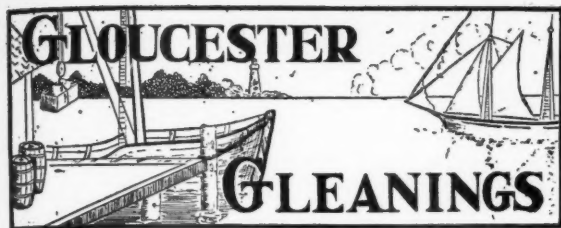
process. This solid grease can then be sold directly to candle traders, and forms exceptionally valuable raw material for them.

The non-greasy forms of fish waste, i.e. those which contain quite a small quantity of fat or oil, are the most suitable to manipulate for sale to the chemical works. This refuse should be passed along an endless band arrangement, so that pieces of bone, skin, etc., as well as the regular heads, tails, and fins can be raked out. All the rest should be carefully dried at as low a temperature as possible, and then finely ground.

Fish waste is an exceedingly valuable raw material for the cold storage man, and as fish traders themselves use much ice, they too can manipulate their refuse on this particular occasion.

Those forms of fish waste which contain little grease and small quantities only of bone and skin are the most suitable, and after drying and grinding the nitrogenous meal, it is mixed with a small quantity of soda lime, i.e. quicklime which has been slaked with a concentrated solution of caustic soda. This intimate mixture is introduced into capacious retorts, and gently heated. Ammonia gas comes off, and this can be purified easily and cheaply, after which it is run into steel cylinders, further gas being pumped into them under substantial pressure, and these cylinders are

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By Eddie Goodick

THE fish schedules in the new tariff bill have been entirely rewritten, with a view to affording protection to the fish industry which the obscurity of language of the present law and unfavorable interpretations by the courts had largely taken from the industry.

Representative Piatt Andrew of this city had a large hand in drafting the new fish schedules. In speaking of the new schedules, Congressman Andrew said:

"A hasty survey of the tariff bill seems to indicate that the farmers are in the saddle and have received primary consideration. Most commodities in the agricultural schedule have received new or increased protection.

The paragraph relating to fish and products have been greatly enlarged and entirely rewritten in order to take account of new developments in the industry, and particularly to clarify the phraseology and rectify harmful decisions made by custom officials and courts on account of the previous ambiguities in the law. The bill reclassifies the various fish and fish products, and although the rates in general have not been changed, the reclassification will really result in increased protection to certain branches of the industry, and is of great importance.

"The present duty on green salted cod is 1½ cents a pound," he said. "The fishermen wanted it increased to 2 cents a pound; the fish packers wanted the duty removed entirely. We have left it unchanged.

"But there is a large and increasing business in boneless, salted cod. That, too, was subject to a duty of 1½ cents a pound under the present law. We have given that a separate classification and fixed the rate at 2½ cents a pound as a further measure of protection to our fish packers.

"The present law applies a duty of one cent a pound to frozen herring, but the courts interpreted it to apply only to herring 'artificially' frozen, and allowed to come in duty free, herring from the North, which was frozen by the natural elements. We have changed the law to make all frozen herring subject to duty.

"There has grown up in recent years an enormous business in fresh fish, particularly fresh fillets. Fish fillets were not mentioned in the present law. We have given it a separate classification and proposed a duty of 2½ cents a pound.

"There have been nearly a hundred court decisions interpreting the fish schedule of the present law, and making many distinctions, never contemplated by Congress and in most instances adverse to the interests of the American fish industry, robbing them of a protection which Congress had intended to accord. In drafting the new fish schedule we have sought to meet all of these numerous interpretations and to leave no loopholes which would permit unfair foreign competition with the domestic industry. It would take a book to tell the whole story and explain in detail the classifications."

Postum Company, Inc., and Goldman Sachs Trading Corporation have completed negotiations for purchase of all patent rights to Birdseye Quick Freezing Process. Proposed acquisition includes the business and good will of General Seafoods Corporation of this city, which has been using the new process about two years in refrigeration and distribution of fresh fish.

The assets thus acquired will be held by the Frosted Foods, Inc., about to be organized, and Postum Company will own a majority interest in Frosted Foods, Inc., and direct its operation.

The principal plant of the General Seafoods is located in this city on Commercial Street. It also owns Whitman, Ward and Lee Co., which was taken over some time ago, while negotiations for the taking over of another local plant is said to be in process. It has confined

activities mainly to application of the process to freshly caught fish, and distribution of the fish in unit packages. The process is adapted to distribution in package form of a variety of food products, such as meats, poultry, vegetables and fruit.

The perishable foods, Mr. Hodges said, can be shipped across the continent and to European markets in consumer packages, and be made available throughout the years, regardless of season.

The Canadian tern schooner *Stewart T. Salter*, Capt. Charles Salter, which was towed to this port on April 17 by the dragger *Mythic*, having been picked up about 30 miles off-shore in a bad way, is reported ashore at Cape D'Or, N. S. The craft is cradled between two large boulders, and it is feared that she will this time be a total loss.

Schooner *Higco*, an auxiliary schooner of the local fleet, owned by Langsford & Pine and operating from this port under Capt. John Norris, grounded in a heavy fog May 1 on Hereford Inlet bar, off Anglesea, while engaged in mackerel netting with the fleet operating off Cape May, N. J.

The *Higco* had 15,000 lbs. of fish aboard and this was gathered in by the residents along Five Mile beach. The schooner with cargo and nets was valued at \$30,000. The mayor of Anglesea and Capt. Wright of the Anglesea Coast Guard are seeking to salvage the *Higco*, but she is fast pounding to pieces on the bar.

The schooner was bound in to Cape May with the mackerel catch, when she ran into a heavy fog and grounded. Almost immediately the fog lifted and her plight was seen by Capt. Wright of the Coast Guard station, who ordered a surf boat launched, this taking off the Captain and five crew members of the *Higco*, Capt. John Norris, James Gould and Messrs. Davis, Oliver, Smith, Evans.

At first Capt. Wright attempted to haul off the grounded schooner and seemed to be making some headway when the hawser broke and the seas soon pounded her. She will be a total loss, it is reported.

The *Higco* was built in Boothbay Harbor, Me., in 1910, measured 23 tons gross, 48 feet long, 14 feet beam and 6 feet deep. The loss is the second this season from the southern mackerel fleet. Sch. *Gov. Foss*, commanded by Capt. Thomas Benham, met a similar fate a few weeks ago on the Jersey coast.

A large codfish, weighing 12 pounds, was captured in the harbor by Capt. Charles Shields, well known waterfront man, while anchored in a motor boat between Christensen & Wheeler's boat yard and the Gorton Wharf. This would not have been extraordinary, only that Shields used no bait, hook or even a line. This story is vouched for by Inspector John J. Curtis and Officer Normand Garland, both of whom claim they were not afflicted with astigmatism of the eyes when the occurrence occurred.

Capt. Shields was working on his motor boat, installing an engine. On the shore stood the two officers. Suddenly Capt. Shields straightened up in his boat, shaded his eyes a bit with his hands and gazed toward the water. Then, just as suddenly as he had straightened, he doubled over the side of the craft, thrust his arms into the water and returned with a struggling steak cod, securely locked in his strong fingers, which were hooked in the cod's eyes.

"Never saw anything like it before," murmured the cops. "And you never will again, perhaps," replied Capt. Shields as he proceeded to dress the fish, which graced the Shields' table for dinner.

That this year's catch of mackerel will be somewhat smaller than last year's unless the 1927 brood turns out to be more abundant than is indicated by early returns, is the prediction of Oscar E. Sette, chief of the Division of Fisheries Industry of the United States Bureau of Fisheries, who has recently been appointed director of the Bureau's Woods Hole station.

Mr. Sette is in charge of the mackerel investigation begun by the bureau in 1925. Among the purposes of this investigation is finding means of forecasting the size of a year's catch and determining the reasons for the wide variation in the abundance of this important food fish.

The investigation has already progressed so far that last year Mr. Sette was able to predict early in the season that the 1928 catch would be at least 12½ per cent less than 1927, a decrease of not less than 5,000,000 pounds. The actual decrease turned out to be nearly 11,000,000 pounds, the 1928 catch being about 31,000,000 pounds as compared with 42,000,000 for 1927.

Although the last few years have shown a decrease the prospects for 1930 seem to be distinctly good, according to Mr. Sette. "Early indications for the first month's mackerel fishing," Mr. Sette told a reporter, "shows enormous numbers of very small mackerel from last year's spawning. This augurs well for the mackerel fisheries of the next few years beginning in 1930."

The mackerel fisheries, Mr. Sette has found, depend on the good

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MUTTERINGS OF THE MASTHEADMAN

A LITTLE better than a year ago the Mastheadman wrote at some length on a scheme of providing life insurance for fishermen through an insurance company to be owned by fishermen. Then the Fishing Masters Producers' Association invoked its system of establishing a benefit fund by deductions from the gross stocks of member vessels. Now we learn that the Bay State Fishing Company, in line with its policy of humane contact with employees, has taken group insurance covering the lives of shore workers and all officers and crews of its vessels.

Fishermen's Insurance

\$1000 policies are written for the men, and \$2000 for officers. The cost to the insured is only sixty-five cents per month for the thousand dollar coverage and \$1.30 for two thousand. This amount is deducted when trips are settled, so that the men are not bothered with paying their premiums. The Company pays the balance of the premium and attends to all the bookkeeping.

This plan has been effective since last October and there have been three deaths in this time, all men who were on the vessels, and all officers. Captain Dick Tobin dropped dead at sea, an engineer and a mate each died at home. The latter paid only forty-four cents, and was then taken sick. He was laid up at home in Nova Scotia for months, but when he passed on recently, a check for \$2000 was mailed the same day notice of his death was received.

The policies provide that in case of total disability before the insured reaches the age of sixty, the amount of the policy, either one or two thousand dollars as the case may be, will be paid in installments. Also, if a fisherman leaves the Bay State fleet, he can convert his policy to regular life insurance without a physical examination.

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By Alfred Elden

NEW fishing boats have been showing up pretty regularly in Casco Bay this spring. Hamptons and slightly larger craft for gill-netting have predominated. One of the trimmest I have noted is the *Mayflower* from the shop of Clement L. Clark, Kennebunkport. Mr. Clark built Booth Tarkington's *Zantu*, a splendid day cruiser in which the author spends most of his spare time when passing the summer days at his beautiful 'Port home.

The *Mayflower* is the result of the ideas of the owners, Ole and Carl Mikkelsen and Einas Haugaard, Danish gill-netters of Portland. They had both fished with Ole Chris-

tiansen, recognized king of Portland gill-netters, and when they decided to go it "on their own," they told Clark they wanted a boat able enough to run offshore when the other fellows had to stay inside.

Up to May 20 the canneries had done very little. Fishermen believed the severe winds of April "blew the fish down" and so far that they hadn't come back. Three or four Eastport factories had received a few fish and one or two Portland packers had handled small quantities. Quotations on what few fish were available were \$10 a hoghead.

But everybody is all ready and as soon as the herring of right size school in sufficient numbers the chase will be on. Despite all talk of early openings the history of the past few seasons is that not until the last of June or early July does the real opening of the sardine industry come.

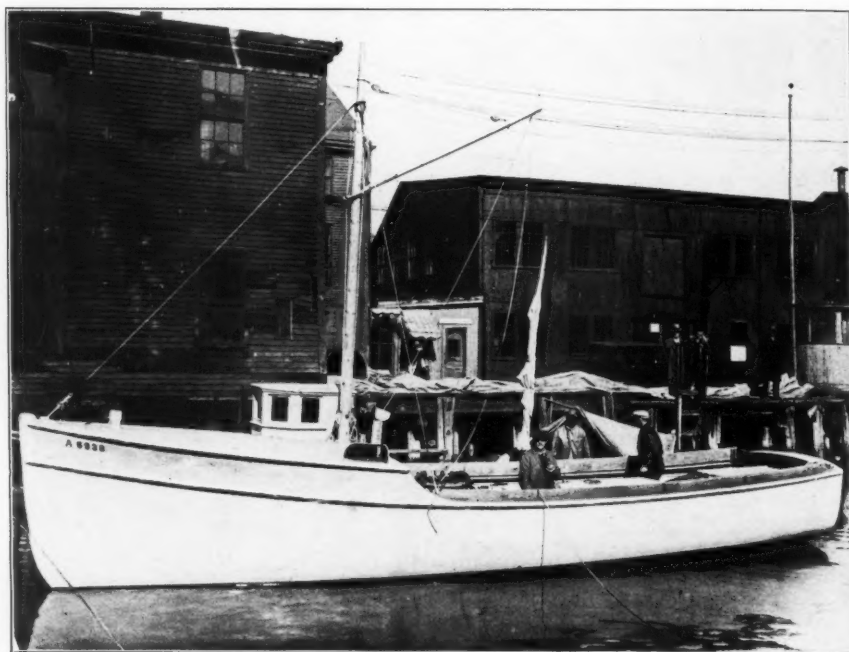
The Casco Bay factories ready for business are: The Ramsdell Packing Co., East Deering; the Eastern Packing Co., Commercial Wharf; the Willard Packing Co., Central Wharf; the Seacoast Canning Co., Brown's Wharf; The Brawn Co., Deake's Wharf; Portland Products Co., and the E. W. Brown Co., South Portland, and the Royal River Packing Corporation, Yarmouth.

The Brawn Co., has greatly enlarged its plant increasing its capacity about 40 per cent, while practically all of the

New Gill Netter *Mayflower*



36-foot, Palmer
Powered Boat
built by
Clement L. Clark



tiansen, recognized king of Portland gill-netters, and when they decided to go it "on their own," they told Clark they wanted a boat able enough to run offshore when the other fellows had to stay inside.

So they got a 36-footer overall by 9.6 by 4 with 34 inches of freeboard amidships. Timbers are 1½ by 2 spaced 10 inches on center. The planking is hard pine 1¼ thick. Deck beams are 2 by 3 and the decking 1½ by 4 white pine. All fastenings are extra heavy galvanized. The motor is a 40 h.p. Palmer and there is a special auxiliary apparatus for operating the net lifter.

Mayflower is decked over to a point pretty nearly amidships where the motor is installed. Controls are all conveniently located in the pilot house just forward of the engine. This able craft gives its owners perfect protection in all kinds of weather yet the cockpit is large enough to insure plenty of room for fishing operations. The owners as young men put in many years fishing in the North Sea and are used to rough weather. I have never seen a bigger nor more able 36-footer and the craft has already demonstrated its seaworthy ability.

There isn't so much to say about the sardine season. It opened as it always does on April 15 and most of the fac-

plants have made extensive improvements. The Eastport and Lubec factories have so far obtained most of their fish from Canadian weirs. It is believed that the Sheepscot River and Casco Bay in western Maine will again be the most prolific schooling grounds for sardine herring this summer as they have been for several years. Portland is giving Eastport a good run for the honor of being recognized as the sardine center of the Maine coast.

Most packers feel that a short intensive season of packing is much better for the business than a pack of 3,000,000 cases or more as in earlier years. Last year the pack fell below 2,000,000 cases, attention being paid to quality rather than quantity. As a result the public absorbed this pack and the season now starts with a clean slate, avoiding price cutting on a supply of carried over stock.

The catfish is about as homely a fish as comes out of the sea but M. J. Flaherty, the Portland Pier dealer, has an order from one good customer who always wants to be 'phoned when he can have an "ocean whitefish!" Forgetting physical handicaps the catfish is really a fine-grained, sweet, white-meated fish of delicious flavor.

Fish schooner *Carrie Hirtle*, seized by the Coast Guard in 1927 as a rum runner and later sold by the government at

public auction has been acquired by Captain Hipoto Lamas, of New York. The *Hurtle* was formerly one of the Lunenburg, N. S., bankers and will now be fitted out for African trading.

Captain Harry Green, of the fishing schooner *Rita A. Viator*, and his crew were lying off on Cashe's Bank a mid-May night about 11 o'clock listening to their radio. It was fortunate and also rather coincidental for suddenly the Portland Eastland Hotel station WCHS broadcast a call that Captain Green's wife was critically ill at a Portland hospital with pneumonia and wanted him at once. All night the *Viator* rushed homeward under the urge of her motor and the next morning Captain Green was at his wife's bedside.

When the big Portland salvage lighter *Ajax* was sold by U. S. Marshal for debt, the auctioneer knocked the craft down to George L. Rateliff, of the Portland Fish Co., for \$1,325 which was considerably more than it was expected she would bring.

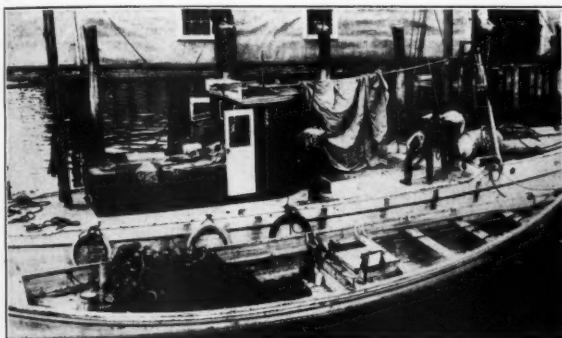
Salt preserves wood all right. Off at the salt fish packing plant of Andrew Holmes on Matineus Island, are a number of hogsheds with the names of the original owners

said to be the biggest fine ever imposed in Maine for short lobster law violations.

Carlyle A. DeCoste, a fisherman who was badly burned on the fishing schooner *New Dawn* when fire broke out in her forecabin, Dec. 21, while the crew was asleep, was hurried ashore to the hospital where he made good recovery. Now he has libelled the schooner in the U. S. District Court claiming he is entitled to more than care and cure. He declares the *New Dawn* was not supplied with fire extinguishers and was not seaworthy. The defense is a general denial.

Friendship lobstermen were in luck recently. When they went out to haul their traps they found themselves in the midst of large quantities of floating pulpwood. So they forsook lobstering temporarily and gathered in many cords. Nobody knows where the wood came from.

When the lobster smack *Willard-Daggett* brought 9,000 pounds of live lobsters to Portland from Westport, N. S., she also towed a new 36 foot brand new fishing boat with a powerful motor. This was built in Nova Scotia for Captain George Gilbert of the smack and will be used by his brother fishing out of Thomaston this summer.



UPPER LEFT: Getting ready for the mackerel when they reach Maine waters.

UPPER RIGHT: Lobster fishing fleet at Lowell's Cove, Orrs Island.

LOWER LEFT: Great Chebeague Island boys and girls become adept at an early age mending twine.

LOWER RIGHT: Converting a 26-foot Hampton into a gill netter doesn't leave much wasted space.

carved on the staves. Many of those owners have been dead 75 years and more but the hogsheds are still giving good service.

I see that Charlie Emmons, of Rockland, a policeman, has trained his pet pig to dig clams. He takes him to the flats and the porcine roots up the bivalves at a great rate, so all Emmons has to do is trail behind and pick them up. The pig also drinks soda pop and eats candy.

Migosh! It's bad enough to be caught with a dozen short lobsters, but listen to this one. Judge Justin Henry Shaw, in the Kittery Court, sentenced Albert E. Hutchins and his son Albert S. Hutchins, from whom the wardens took 378 shorts, to pay \$1,890, and George A. McKenney to pay \$1,395 for 279 shorts. Also the court costs. The total was \$5,175! The men are all Kennebunkport lobstermen and the wardens who arrested them on the Kittery-Portsmouth bridge, Underwood and Pierce, claimed they had long been doing a big business in furnishing little lobsters to a Portsmouth wholesaler. The nine-inch law of New Hampshire as against the 10½ minimum in Maine made such transactions possible. This is

William H. MacNichol, treasurer of the MacNichol Packing Co., operators of a sardine factory and coal and salt business at Eastport, died after a brief illness. He was about 57.

Announcement is made that the Seacoast Canning Co. has purchased from R. J. Peacock, its president, his two sardine factories, one located at Lubec and the other at Machiasport. No special significance is attached to the announcement. Mr. Peacock would have every reason to merge all his sardine interests in the company of which he is president.

There will be a new sardine factory at Eastport soon. David Blanchard, of the former Blanchard Mfg. & Canning Co., is having a new cannery built on the site of the former Blanchard factory which was entirely destroyed by fire a year ago.

Maine is the greatest lobster fishing state in the Union and during an average year there are set in her waters nearly 200,000 lobster pots which with their gear are worth approximately \$500,000.

Loren W. Rumill, a representative to the Maine Legislature from Tremont, laughs at the claim that seals are a menace

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By Joseph C. Allen

YOUR correspondent's manly form is bowed today in woe, his raven locks are sparse in spots and each is touched with snow. There's wrinkles on his lofty brow, his face is lined with care. His hand is shaky and his pen goes dodging everywhere.

Now why, you ask should these things be? Why all this gloom and grief? Has death or pestilence appeared; are vessels on the reef? And to it all, replies the gink who writes this doleful lay: "There's beaucoup misery afloat in these here seas today!"

"Yes, gentlemen and other folks, the fishing game is shot. The sea is all alive with fish, but markets not so hot. The wail that annually goes up when first Spring gear is set has doubled, tripled, and the cry is: 'Fishing is all wet!'"

And that is exactly what the burden of the general lament has been in these latitudes for thirty days, no less. It would take a stronger lad than the pilot of this column to hear it night and day, dream about when asleep and write it down to tell the world, and still remain unaffected. Things are punk, indeed.

It started with us in earnest, about the last of April when a big Jewish holiday knocked the market for a row of wet fish-cards. Nothing from our sector of the ocean was worth a whoop in Hades except fresh water fish and eels, and no one had any, so that was that. The Spring fish that had begun to dribble in from outside brought a pretty fair price that week, but there were only a few and even the mackerel receipts dropped to nothing on account of wind. Everybody expected that after the gale had blown itself out, things would look up a bit, but they didn't and they haven't yet. No one seems to want many fish and the ocean is plumb full of 'em.

With us on the Vineyard here, there have been several things that have contributed to make this particular Spring one that folks will date periods from as being one of the cussedest seasons that we have ever existed through. The weather has been something frightful. The rainfall double what it is normally, and the wind has only stopped blowing long enough to get a new grip and then it has shaken out a reef or two and let go even harder. April was bad enough but May has been worse, not because the weather was more severe than the month before, but because it is more unseasonable to get it at this time and consequently it hampered the regular Spring work like blazes.

It's the wind that kept our gear ashore, for the boys couldn't drive trapspiles nor keep their pots on the bottom. To make a bad matter worse, the first run of scup came early and went on their merry way before the gear was in. Norman Benson, who sets a couple of traps at Lamberts Cove, caught the first scup here, the week of May second, just a few fish and apparently the last of the first run, although no one knew it then. Since that time the second run has started and contrary to all rules, these last fish are running as large as the first and mighty plentiful in spots. The result is, as the wholesalers tell us, the season for scup is over for this year, and this last run isn't worth much. Actually scup are late, in the markets, that is, although they ran early. Now there is one to try on your cottage melodian.

A very few squiteague have been taken, some sea bass and tautaug and summer flukes, but these have been caught in traps or other trawls, for the handliners from the bay haven't stirred. All hands hail plenty of fish all around us and have done since the first herring run, which, by the way, was still going strong on the very last end of the month. There are a slew of dogfish and the Menemsha Bight traps shipped about six thousand in forty-eight hours one week. They pickle 'em at the Biological Laboratories at Woods Hole and ship 'em to schools and other institutions all over creation.

Squid are running deeper than for sixteen or seventeen years. During the middle of the month the Cape lads were only hauling one trap a day. They couldn't get barrels

fast enough to handle the catch, for a trap would have three to four hundred barrels to a haul.

It was prophesied that no more would be bought after the last of the month, for the freezers were getting filled up. These squid are what the handliners use for bait, but not a pound had been sold to a handliner up to the seventeenth. Bass and scup were reported on the ledges and they all knew it, but the demand was so low that they couldn't fish.

Lobsters hang about normal. The Bay lobstermen got a good slant on the Spring run and for a couple of weeks they brought in hefty catches. Our boys didn't do nearly as well, in fact they never do at this season of year. But after the first run, they slowed up along the bay side and the catch has been rather slim for the latter part of the month.

There is plenty of kicking about the lobster prices, but in

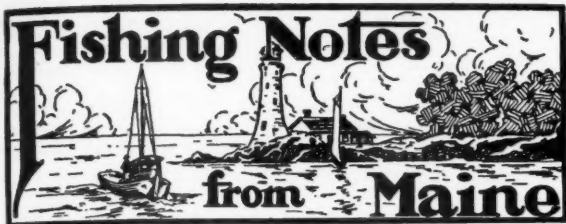
Coasting It, Heavily Laden



all honesty, it must be admitted that there is no material difference in the average run of prices this year, from those of the past four. Hope never wanes, anyhow, and the end of the month sees a pile of gear overboard, more than ever before, it is claimed. There are more unlicensed lobstermen outside the three-mile limit, too, so the boys claim, and the ocean is going to be pretty well filled with pots.

It's the same way with the quahaugs, but they will buy them at a price. This is a mighty important industry with some of our people here, and we have one town where the beds are as fine as any in the country. The business is always very steady and up to something over a year ago, the

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By the Fisherman's Doctor

THE fish-boat *Eclipse* is on the beach at Machiasport for her annual overhauling, recaulking and painting. Capt. C. A. and B. F. Smith have been at Meteghan, Nova Scotia, repairing the schooner *Lillian E. Kerr*. Inspector Warren Pettigrow has been inspecting the fish packed at Lubec and Eastport.

It has been planned to utilize idle ships and vessels gathered from along the coast and anchored in Portland harbor, for warehouses on account of the congested conditions ashore, but the plan has met much opposition because the cost would be more than to build warehouses on the waterfront. Steam winches, pumps and men to handle them, too.

Trawling and handlining has not been very active recently at Eastport. Soon large schools of pollock, haddock and hake are expected in Passamaquoddy bay. Clam and scallop season is over and attention is now directed to sardines and lobsters.

Alton Hutchins of Orland took the first salmon to be caught this season from the open Penobscot river. It was a large one and he quickly sold it in Bangor market.

Two of the sardine canneries at Eastport are running, but herring are not in sufficient supply to warrant all the factories running.

Schooner *Katie D. Seavey* has arrived at Prospect Harbor with salt and supplies for the factory. Walter Simmons is at the Green's Island lobster pound for the season. Y. S. Brides of Sedgwick is now manager of the canning factory, and supplies have arrived from Portland and canning is now progressing at Sedgwick. The clam factory at Oceanville has closed for the season. Lawrence McDonald has gone to New Bedford, Mass., to engage in fisheries. Many weirs have been built in the Penobscot river for the salmon. Alewives are now being caught in increasing numbers off Verona shores.

The Monhegan Island lobster season began on Nov. 1st, last, and ends June 25th. About forty lobstermen operate 10 to 200 traps apiece, and most of the men have made \$2,000 to \$4,000 at their work. The traps cost them about five dollars each. Their boats have power hoisters, as most of the hauling is done in water 200 to 400 feet deep. The lobstermen are as large and the choicest on the coast, so they say.

The American Can Company plant has to idle because a large quantity of cans for the sardine factories has been made up ahead, and catches of herring have been light and consequently little demand for sardine cans.

Capt. Reed in command of a smack of the Underwood Company brought in 900 bushels of herring to McKinley the week of May 7th. This was the first big lot this season.

Lobster smack *Edward J.*, Capt. Burns, has gone to Nova Scotia after lobsters. Capt. Cleveland Burns is back at Friendship, having returned from New Bedford. Capt. Wallace has taken a load of crated lobsters from Friendship to Trefethen's at Portland.

The Lawrence sardine factory at Rockland began packing on May 8th. The herring came from Rackliffe's weir at Ash Point.

Capt. Libby at Machiasport has repaired and painted the fish boat *Eclips*. Capt. Kilton, of Machiasport, has recovered from his illness and will soon be back in command of the Booth Fisheries freighter *Whaleway*. Capt. Theodore Eaton of Little Deer Isle is going skipper of a sardine smack in Penobscot Bay.

The large new factory of the Seacoast Canning Company has opened for the season. It can handle 75 hogheads of herring daily and when on full time employs 200 men and women.

H. B. Reed of Rockland has been in McKinley fixing up the fish-boat *Alice* to carry sardines. Smelts are being taken in the brooks at Lubec. The law permits catching them by hand but not with nets.

Commissioner of Agriculture, Washburn, and A. M. Soule are inspecting the sardine factories of eastern Maine.

Congressman Nelson is seeking to get lower freight rates on fish. Fish competes with meat and the difference in freight rates has a big bearing on the fishing industry.

S. H. Mitchell of South Hancock is going to run a lobster pound at Pemaquid.

Alewives are scarce at South Warren on account of two much cold weather. Alewives are plentiful in Bucksport, being caught around Verona island.

Maine is fifth as producer of packaged fish, Massachusetts, New York, Virginia and North Carolina outranking her.

The weimen at Machiasport have been very busy preparing for the spring run of herring which so far have failed to appear. Herring have shown in the weirs but not in sufficient quantities for sardine canning. Everybody lives only in cherishing hope like all good Grangers, and surely all good fishermen and good farmers should be good Grangers, and the hope the fishermen cherish now is hope of a good run of sardine herring.

John E. Dailey of Camden, veteran boat-builder, died at Camden on May 26.

Dr. A. G. Adams, fish culturist of the United States Fisheries station of Boothbay Harbor, has been assigned the duty of hatching a million and a half crawfish every 24 hours. The crawfish, otherwise known as the spiny lobster, is a native of the warm southern waters, and is the counterpart of our northern lobster. Dr. Adams is the first man to successfully propagate the crawfish. Dr. Adams will cooperate with Dr. Thomas Hodges, state fish commissioner for Florida. Two scow fisheries, and a converted yacht taken over from the navy will house and operate the equipment and will produce 500,000 crawfish every 24 hours. Deep waters where there is very little silt makes the best location. A female crawfish carries 500,000 to 700,000 eggs. Two million eggs are put in each jar, and great care must be taken with the circulation of the water, and the temperature of the water is best at 84 degrees. The eggs hatch in twenty days. They are secured by stripping from the mother lobster with a small soft pine paddle. Crawfish can be readily handled in the usual transportation jars, but must be planted in deep water where there is considerable current and absence of little fish which would eat the tiny crawfish.

Letters to Maine Readers

State of Maine
SEA AND SHORE FISHERIES COMMISSION
Rockland

May 28, 1929

To correct a mistaken idea regarding the applications for lobster fisherman's licenses will say that the reason for asking each fisherman to give the value of his boat, number and value of his lobster traps, fish house, etc., is for the sole purpose of obtaining a correct statistical report, in order that we may know just how much money is invested in the lobster industry.

Later in the season we will forward to each fisherman a book in which to keep an account of the number of lobsters caught, amount received for them, number of gallons of gasoline used, amount paid for gasoline, quantity and price of bait used. When we have this information on file in the office we will know just where we stand regarding the amount and value of equipment, number and value of lobsters caught and whether the lobsters are increasing or decreasing. We will know the number of gallons of gasoline used by each fisherman and they will be able to know how much they are being taxed for roads that they never use in their fishing operations. There will be no more guessing as to value of lobsters caught or equipment used and when we ask for a duty on lobsters or an appropriation for the purchase of egg-bearing lobsters we will have the facts and figures to back our demands.

The information is for the purpose of helping the fishermen and not for the purpose of making them pay a tax.

H. D. CRIE, Director.

Atlantic Fisherman, Inc.,
Boston, Mass.
Dear Sirs:

This is to correct an article printed in the April number of the Atlantic Fisherman in which it states that the people at Monhegan, Maine, had never seen an aeroplane. They have seen many, and quite a few of us have had a ride in them.

Monhegan is an up-to-date place. We have two mails a day during the summer months; also telephones, electric lights, automobiles. Nearly every home has a radio. All we lack is aeroplane service and no doubt will have one to carry the mail in before many years.

Thank you, A Subscriber.

Monhegan, Me.

Nelson Coombs of Stonington, while working on his lobster boat recently, fell and dislocated his shoulder.

The Bayshore factory at Addison is canning herring.

A new boat is being built at the Ingalls yard for the North Lubec Canning Company.

Flint and Maloney of Cushing are engaged in lobstering at Marshall's island.

Salmon are getting more plentiful at Bucksport and now retail at fifty cents a pound, and several beaties were brought in today from Verona weirs. Anglers at the Bangor pool are playing in good luck.

George Robbins of McKinley is employed at the Opechee weirs this season.

Many large size herring have been caught along the coast, but few herring for proper size for sardines. The smoked herring plants of course like

to have plenty of large herring, as do the makers of boneless herring. 160,000,000 pounds of fish were used last year by the packaged fish trade, amounting to 62,245,376 pounds of the completed product, valued at \$9,790,024, according to the U. S. Department of Commerce. Haddock made up 87 per cent of the total, and cod eight per cent. Fillets led in the method of preparation. There are 85 packaged fish manufacturing plants, located in twelve states.

The smack *Consolidated*, Capt. Dodge, came to the Friendship pound recently with 34,830 pounds of live lobsters.

Wm. H. Thurston of McKinley was recently appointed state inspector of sardines by the commissioner of agriculture.

Oscar Ford of Brooklin has gone to Eastport as inspector of sardines. Five South Gouldsboro men have recently received medals from the government for bravery in saving shipwrecked sailors six years ago.

The Lawrence sardine factory at Rockland is canning sardines and the Underwood plant there expects to begin operations very soon.

William H. MacNichol of Eastport, head of the MacNichol Packing Company, died recently. He was fifty-eight years old.

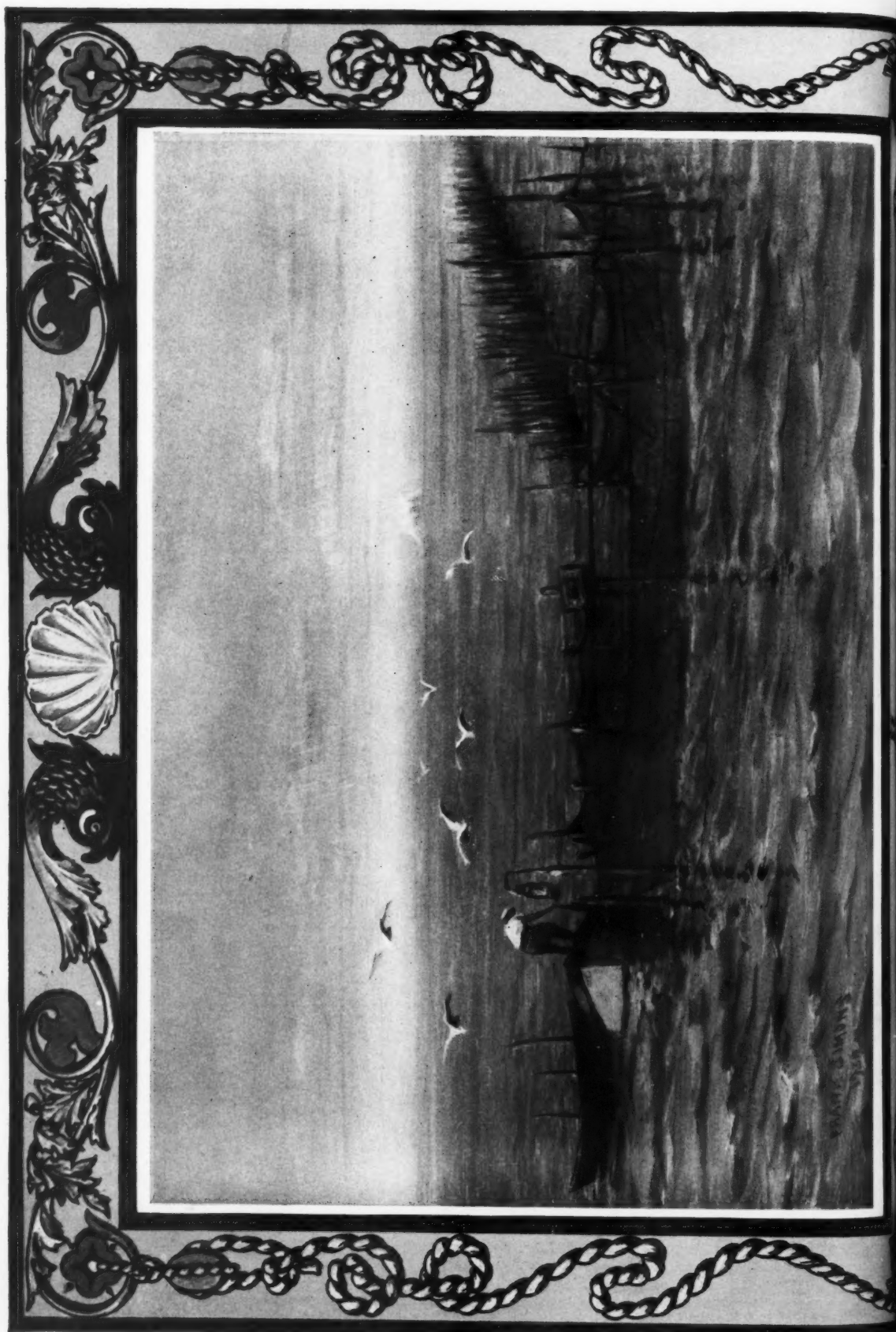
The lobster fishermen at Pleasant Point have been setting out many traps but have been hampered by much windy weather.

F. O. Chadwick and son have been doing well at handlining, and have brought in many fish.

A. P. Morse and sons have launched a new 37-foot boat for Lyman McFarland of New Harbor.

(Continued on Page 31)

ATLANTIC FISHERMAN, JUNE, 1929



AMCO FISHERMAN'S ROPE

MADE OF HIGH GRADE, LONG FIBRE, PURE MANILA HEMP

DURABLE

NON-KINKING

ROT-PROOF

Amco treatment not only acts as a preservative against the action of salt or fresh water and keeps the rope soft and pliable when wet but it also retards marine growth as seaweed does not readily adhere to rope protected with Amco solution. This is a great advantage where nets are set in a tide way or current as the water can flow freely through the gear—much gear is lost in storms due to the resistance offered by seaweed growing on the cordage.

Give Amco Fisherman's Rope a trial—it will save you time and money.

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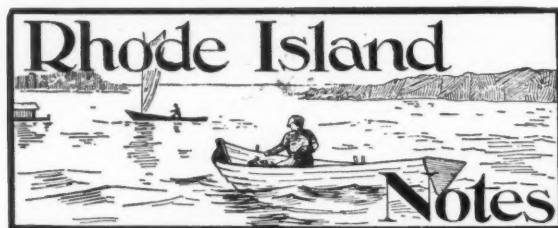
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Distributors in the Other Important Fishing Centers



By Henry H. Brownell

AN optimistic undercurrent of thought is apparent among the lobstermen in Narragansett Bay, as the summer run is due here anytime from June 10, to the first of July.

A discussion among some of the fishermen on kelp and some of the products science is able to extract from this common sea plant, brought forth the assertion from Ned Harvey, one of our leading lobster acquirers, that he would sell kelp for a dollar a ton and guarantee delivery of fifty tons any time during the Spring tides, now prevalent. I have had lobster pots in these waters and I guess it would be no trouble to get enough kelp to feed all of old Neptune's sea horses and some of Triton's, too.

The culmination of about seven years unceasing work in the General Assembly, by the Harbor Board, resulted in the much-discussed fish trap law, passed at the 1928 session of the Assembly. As the law did not go into effect before some of the traps were already in the water, no strong effort was made to enforce its provisions.

On April 29, two Newport trap fishermen, doing business as Coggeshall Brothers, were served with a restraining order on complaint of the Harbor Board, restraining them from setting or operating fishtraps anywhere in the State of Rhode Island in locations for which they had no license or permit from the Harbor Board. As the Coggeshall Brothers had already set three frames in the Seal Rock string in preparation to setting their traps within the next few days, they were forced to take other locations until the courts should decide on the lifting of the restraining order or injunction, the matter was to come up before the lower court on June 3rd.

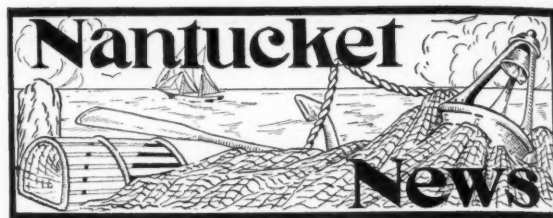
A few days after the restraining order was served, the Coggeshall's, through their counsel, filed a writ of Certiorari on the Harbor Board, bringing the matter to the State Supreme Court for a hearing. Coggeshall Counsel, Moore and Curry, in their plea before the State Supreme Court took the larger part of two days. They charged the Harbor Board with not acting according to the provisions of the act from which they derived their authority; that they had not given their client a chance to prove his priority rights to the trap locations in dispute. No decision has been handed down as yet by the State Supreme Court. In two previous encounters Coggeshall versus Harbor Board, Coggeshall was the victor. This is the first test case since the inception of the present law, and the action of the Supreme Court in the matter will be far reaching. As the results involve numerous other fishery laws, it might truly be said, that it is the most important legal case as regards free fishing, ever to come up for a decision before the courts of this state.

Anyone passing the Atlantic Lunch at the head of Brownell's Wharf in Newport, need not be alarmed if they see two young men in neat new uniforms plentifully bedecked with gold braid, they are not coast guardsmen nor chiefs of police. One is our erstwhile fisherman and former coast guardsman, Amos L. Berard, who has taken up a life of ease as captain of a young gasoline yacht. Elmer Purdy, captain of the yacht *Mermaid*, is the other backslider from our clan.

Although it looked rather bad for a while, no one wrote to Congress for relief, as far as I know. About the time we decided to send some one down to collaborate with the McNary Haugen plan for farm relief and fisherman's debenture the wind came to the south'ard and blew all our troubles away. The run of scup was fairly up to expectations, but few of the trap fishermen were able to catch any of the first fish as the weather seems to have been in close harmony with all nature to prevent any of them being caught.

Any one, fisherman or otherwise, who notices any unusual condition of oil pollution of the waters of Narragansett Bay or adjacent waters, if they will address their complaint to the writer at Newport, I will put it in such a form as to call

(Continued on Page 31)



By Isaac Hills 3rd.

THE well known sun has been rising and setting here on the Island regularly, as usual in most places, but we haven't seen very much of it, and consequently the fishing industry has been ambling along at about the rate of a rather fast sea turtle.

I have asked half a hundred fishermen whom I have chanced to meet on the street or along the water front if there was anything new or strange in the way of fishing, and forty-nine of them have answered "Hell no!"

The offshore situation, is about as it always is; that is, quite a few fish, and no market. Not that the reports don't give the sale price in the New York Market as being fair, but the price to the fishermen hasn't been paying expenses. In other words the offshore gang have been on the fence, and the handliners have been on the same fence, a little farther down.

The quahaugers have been doing some business as usual, although they are all looking forward to a bed that as yet has not been located, but that was there once. I hope they will find it soon, because if they don't I won't dare mention quahaugs in the article at all. There isn't enough difference in the bullnose news from month to month but what we could use the one word "quahaugs" and leave a monthly line for quotation marks. Have I mentioned the time when they hit the bed where the rakes couldn't get their teeth in between them. That sounds fishy but it's the truth. You can ask any of the boys that were fishing ten or fifteen years ago when the boom started.

The slip is a thing of the past. Adams' Shanty is going, and the steam boat dock is fast becoming a perfect duplicate of all the other commercial docks in the world. However, Ryder's packing house is still there, and will be able to handle all the business that it can get, and with less inconvenience than before.

There was a little fracas over leaving Del Malone's gas boat moored in the harbor, but I guess it has been straightened out, because Del is still doing business. It is a boon to the fishermen to be able to come up alongside and gas up, without bumping into a dock and half a dozen boats to get to the stations, and then too, there is a difference in price, and that amounts to a lot in the course of a fisherman's calendar. Her gas tanks are made of heavy steel plates, and she seems to be as safe as the same type are in other ports.

Capt. John Puttrick seems to be one of the lucky ones of the year, and is reported, doing well wherever we hear of him. Last fall he took Captain Ryder's little *Bobby* and cracked the scallops for fair, and now he is driving the *Idlewild* out to the quahaug grounds, and I hear that he likes to fish alone in the fog. Some of these quiet boys that go out and drill sure do keep stock dropping into the markets, and that seems to be the only way to keep the cheeks coming.

Trap poles are up, and some twine is hung, so it won't be long now before the summer stock is going to come down. Nantucket is always a little late on all kinds of migrating fish, but the old Island always had the name of being a little slow anyway, and as long as they get here O. K. I guess there won't be many lives lost.

Lobsters are crawling some, but only the ground tenders. They'll be along soon, too. If any of the boys here on the Island have anything unusual, I would like to hear it. My phone number is 486, and there is a lot going to happen in the next few months that I am not going to connect with, that would look well in print. Particularly interested in early or queer fish, or big catches.



By J. R. Leonard

EVERYBODY on eastern end of Long Island is as busy as a hen with fourteen legs, getting ready for the coming season. The trap fishermen after several attempts to set their traps were finally successful, and are now beginning to reap a little gain after repairing the damage done to their nets by the several gales the past two months. Boat owners, too, have had their troubles. The painting job has had to be done over quite often. A nice smoothly applied coat of paint, subjected to a sudden downpour of rain is made to look like a piece of sandpaper or a budding youth with his first crop of pimples.

Lobstermen along the north shore and at Montauk are planting their pots. While not very thick are showing fairly well for the season, weakfish at the present time of writing have just started to run in and around Sag Harbor and Peconic Bays. This first provides a source of enjoyment to people miles around, as well as a profit to party boatmen. Trapfishermen are making good catches of weakfish, nearer Montauk, as well as porgies, a few flats, and the fast diminishing bunker. Hundreds of boats out of Sag Harbor, and villages dotting Peconic Bays, are catching weakfish for both profit and pleasure.

The town board of East Hampton has been notified, after a three year fight to have Three Mile Harbor widened and deepened, that the Chief of Engineers, at Washington, has made an unfavorable report to Congress. It is the opinion of local fishermen and yachtmen as well, that, if Easthampton wants a harbor to accommodate shipping of a larger tonnage, that it could do no better than to spend its time and effort at Sag Harbor, where there is already a breakwater, wharves, railroad service, and the harbor itself located in East Hampton town. If this project is really a desire for better harbor conditions, less money could be better spent, and used to advantage by the boatmen at large. Sag Harbor is about an equal distance from East Hampton village center in comparison with Three Mile Harbor and there are no real estate irons in the fire to back it.

As I have probably written before in this column, we have in our district a representative that is an earnest and tireless worker to better harbor conditions, buoy placings and fog signals. In fact any improvement and aid to navigation is studied by him and when he finally takes a bill into the House they evidently have confidence in his judgment, as he has procured many valuable aids to navigation in the past. Such a man is Representative Robert L. Bacon. Mr. Bacon is very modest and generally gives credit to others, while it might be taken in whole by him. His latest effort was in initiating the study of the needed improvements in Mattituck Harbor, which was passed as favorable by the Chief of Engineers. He recommended that the west jetty be extended 250 feet, at an estimated cost of \$30,000. This harbor, after development, would make a place of real value as a harbor of refuge on this shore, as the nearest harbors are Port Jefferson, 29 miles to the west; Greenport, 30 miles to the east; and Duck Island Harbor across the sound on the Connecticut shore.

The oyster dredger *Napeague* owned by the Cedar Island Oyster Company, which was badly burned a month or so ago, is nearing completion of her repairs at Sweets Shipyard, at Greenport. The fire is thought to have started from a coal from an open door of a heater. Though the fire raged about the fuel oil tanks, there was no explosion. This shows the value of crude oil as a fuel, as had the tanks contained gasoline the loss of the craft would have been certain. Though her earlings were burned off in places, her timbers badly burned, she still floated. Her damage was estimated at \$4,000.

Jess Owens of Sag Harbor has accepted a position as oyster watchmen in Shelter Island Sound, which position was held for a number of years by the late Capt. Jacob Edwards.

The bill appropriating \$100,000 for the improvement of

the Shinnecock Canal failed in the Senate Finance Committee recently, but hopes were somewhat revived at a later inspection by State Commissioner of Canals and Waterways, Major Thomas F. Farrell. The locks are badly in need of repair and should be replaced by a later type operated by power. A shoal at the south end of the locks and another across the entrance of the canal at its Peconic Bay end should be removed.

Governor Roosevelt vetoed the bill which prohibited the taking of scallops under one year old on representation of local persons, who claimed that thousands are washed on the beach at high tides and winds, and would be a total loss by dying or food for the gulls. The same bill contained a provision prohibiting the taking of clams of a size less than one inch across the hinge, and that of course, too, failed to become a law. The Governor did, however, sign the bill prohibiting the taking of hard clams by power. This will no doubt be appreciated by persons who have been in the habit of going after a "mess" for themselves.

Vail and Eldridge of East Marion who have traps at Gardiner's Island, Redmond and Terry of the same village, who have traps at Montauk, are doing well, getting very good catches. A great many, though suffering considerable damage to their traps caused by the recent gales of April and May, feel that it is better that the blows did happen then, than at the height of the season, when the fish were showing well.

The handliners for weakfish are somewhat peeved at the schools of porpoises that play back and forth near their craft, frightening the fish away. If not frightened by these large fish, they evidently cause them to lose their appetites, as they stop biting while they are in the vicinity.

With the Vineyard Fishermen

(Continued from Page 20)

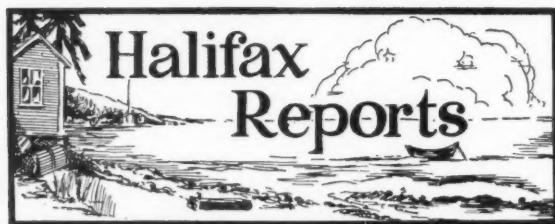
prices ran very good about all the time. But for the past thirteen or fourteen months, there has been a general weakening of the market, particularly on the littlenecks, that have always been the most in demand. However, as before mentioned, the dealers take them all, so that even if the price is low, a man is assured of a sale for his catch.

At the time of this writing things are pretty quiet along-shore. Nearly all of the vessels and large boats have finished outfitting for sword, and two vessels, the *Liberty*, Cap'n Claude Wagner, and the *Hazel M. Jackson*, Cap'n Bob Jackson sailed for the west'rd about the middle of the month. Before this report comes out in print they should both be in with their second trips if the fish are there. Claude went about a hundred miles south of Block Island last year and came in with the first trip, and a good one. It was about the first time that Bob had been weathered and it seems likely that they may both be cruising in that locality now. The other boats won't go that way, but will head off shore as usual.

Most of our big swordfishermen are doing considerable thinking about the western fish this year and wondering how things will go out on the California coast. If they have an early run out there, its a cinch that it will put a big crimp in our market. If anyone knows anything about the fish season out there, a bunch of these boys would appreciate a story.

We have no births, marriages or deaths to report among our fisherfolks this month, praise be for that last! And we have no jokes to spring, life has become a very serious matter with most of us, even as it has with New England fishermen in general. Things are not exactly as bad as the opening chapter of this narrative would seem to indicate, and there is joy even in this corner of the fishing world. But underneath the surface is an element of worry and wonder as to how long or how far this situation will go and on top of a ruined Spring season, the boys have to strain just a bit in order to grin as broadly as is their custom. As one lad remarked: "There are time when I feel like hanging out my wife's petticoat for a distress signal, but damn it, she don't wear those things any more!"

Perhaps this slim Spring simply marks a change in conditions like the shedding of the canvas from boats and the petticoats from women. If the correspondent's memory serves correctly, there was considerable of a convulsion felt at both times.



By Harold V. Cunningham

SHORE fishermen of Halifax county suffered heavily as a result of a series of bad storms which swept the coast during the last week of April and early in May. The lobster fishermen were particularly unlucky, some of them losing practically all of their gear. Peggy's Cove reports the destruction was the greatest ever experienced, while the fishermen at other points along the coast such as Herring Cove, Indian Harbor, Wood's Harbor, Prospect, East Dover and West Dover say conditions were little better. It is conservatively estimated that one half of the lobster fishing gear was destroyed in these storms, which represents a serious loss to the fishermen and it will in all probability be further reflected in a small catch for the spring season. Fishermen in other parts of the province also felt the force of the elements, and places as widely separated as Canso and Yarmouth were hard hit. In Cape Breton fishing operations, except in a few cases, had not yet been started when the storms occurred. At Canso, in addition to the storms, the fishermen had to contend with adverse ice conditions and only saved their gear from destruction by quick action. In the Queensport district the net fishermen did not fare so well and were caught without warning, losing all nets which had been placed in the water.

Word came through from Ottawa early last month that the findings of the Royal Commission on Fisheries would be considered by the committee of the Canadian House of Commons on Marine and Fisheries. It is stated that the committee will take under consideration a proposal to reduce the number of steam trawlers operating in Atlantic coast waters. When the matter came before the House early last month, J. A. MacDonald, federal representative for Richmond and Cape Breton west, declared that the whole question was one as to whether the independent fishermen, their future, and their families were to be sacrificed in the interest of progress and at the cost of serious depletion of the Atlantic fisheries. The suggestion that the steam trawlers should be reduced in number was made by W. G. Ernst, member for Queens and Lunenburg counties. The fisheries question is one of the biggest problems facing the Canadian parliament at the present session. It is expected that some action will be taken before the House prorogued next month.

Shore fishermen at South Ingonish, Cape Breton, are highly indignant and denounce in the strongest terms the proposed scale of prices for fish set for the coming season by one of the largest Cape Breton dealers in fish products. The firm has announced that it will pay two and a quarter cents a piece for haddock, gutted, which the fishermen point out is hardly appreciably better than last year when the "starvation" price of two cents per fish was paid. The fishermen feel that they are being exploited by the dealers and say that such a price of 2¼ cents decidedly is not a living wage for their labor. The fishermen believed that last year marked the end of what they term "the absurd and unjust practice of buying fish by count," as has been the custom in Cape Breton for years, but they find that again this year, despite promised relief through the adoption of recommendations made in the report of the Royal Commission on Fisheries, that they are faced with the same problem with the buyers submitting prices for count only. The matter has been brought to the attention of the deputy minister of fisheries, W. W. Found, of Ottawa. It is said that South Ingonish is the only port in the Maritimes where dealers buy fish by count. Action is looked for immediately.

Commanded by Captain Eric Corkum, one of the best known of the Lunenburg fishing skippers, and formerly master of the schooner *Lucille M. Smith*, the new Lunenburg fishing schooner *Isabelle J. Corkum* arrived at Halifax on Wednesday, May 8, on her maiden voyage, to complete outfitting for the banks. The latest addition to the Lunenburg fleet was much admired along the Halifax waterfront for her graceful lines and Capt. Corkum said he was much pleased with the way the craft behaved on her initial trip. The *Isabelle J. Corkum* was built at Lunenburg at the shipyards of Smith and Rhuland. She carries a crew of 24 men and measures 134 feet in length; 27 feet beam with a depth of 11 feet. She is equipped with a 75 h.p. semi-Diesel crude oil engine. She sailed for the banks a few days after her arrival at Halifax and much is expected of her.

Howard Williams and Roy McKenzie, two Lockport fishermen, had narrow escapes from death when they were caught in a heavy squall while fishing off the port early last month. Williams left his vessel in an open dory to attend to his trawls and when the squall struck from the southwest and his tiny craft was half filled with water in an instant, but fortunately remained afloat. When the squall had passed it left behind it a dense fog which hid Williams from the sight of his motorboat and he decided to make for land. Throughout the afternoon his craft was tossed about but he was successful in reaching the shore and after wandering about he finally

found a lodging place where he stayed until he was able to proceed to his home. McKenzie also strayed from his boat but in attempting to make for land lost his direction and instead of rowing for shore put further out to sea. He drifted about for an entire night and was sighted the next day by the Lunenburg *Edith Newhall* when 20 miles off Port Medway. Both the fishermen suffered considerably from shock as the result of their hazardous experience and exposure.

After being adrift in a dory for several hours, James Goodwin and Winfield Goodwin, members of the crew of the Gloucester fishing schooner *Isabel Parker*, Captain George Goodwin, were picked up off Seal Island on Friday, May 3, by the Nova Scotian schooner *Elizabeth Nickerson*. The men went astray from their vessel during a fog and rowed about for hours before they were sighted. To make matters worse the sea became rough and they shipped water while a thunder and lightning storm accompanied by heavy rain blew up to aggravate their situation. The men returned to Gloucester upon being landed in Shelburne.

Nova Scotia fishermen are greatly concerned regarding the threatened tariff changes on fish imported into the United States. A bill proposing added duties on fish imported into the United States is now before the American House of Representatives. For the information of Nova Scotia fishermen a statement of what the New Bill proposes is given as follows: Halibut, salmon, mackerel and swordfish, fresh or frozen, undressed or partly dressed, 2 cents a pound; other fish are one cent; Fish, boned, sliced, et cetera, not especially provided

Smack Susie O. Carver



The American lobster smack *Susie O. Carver*, Captain Carver, as she lay at Mitchell and McNeil's wharf, Halifax, just before taking on board 250 crates of live lobsters which she carried to Boston. This was the first large cargo of live lobsters to be shipped from the Nova Scotian port to an American port this season. Several of the crates containing part of the \$14,000 cargo are seen floating in the water in the foreground.

for, 2½ cents a pound; dried and unsalted cod, haddock, hake, pollock and cusk, 2½ cents a pound; other fish, 1¼ cents a pound; fish, when packed in oil or other substances, 30 per cent ad valorem; salmon and other fish packed in air tight containers, weighing not more than 15 pounds, 23 per cent ad valorem. Various ad valorem or specific duties on several classes of fish are carried in other paragraphs. Duties on crabmeat, caviar, clams, clam juice and fish paste are imposed or increased.

On her first trip to the Grand Banks this season the French hospital ship *Jeanne d'Arc* left Sydney on May 8, after having taken on bunker coal and supplies at that port. The ship spent two weeks cruising among the French trawlers and fishermen off the Grand Banks and delivered a quantity of mail. The appearance of the French hospital ship on the banks is always welcomed by the fishermen of all nationalities, for her work of mercy is carried on wherever needed and many fishermen other than those on board the French trawlers owe their lives to the ministrations of the doctors on board. She will operate out of Sydney during the coming summer season.

(Continued on Page 27)



By M. E. McNulty

ONE of the features of the gaspereaux fishing this season at the mouth of the St. John River and also up the river has been the abundance of these fish. At the mouth of the river the gaspereaux or alewives have been more plentiful than for several years. Even when using small nets, the fishermen were able to make good catches within a few hours. In Indiantown harbor, the gaspereaux were caught heavily. Within two hours, two men caught 1,500 of the fish, and the men were using only a small net. In some cases, the men filled their boats in a few hours of netting, when using the larger nets. Often the capacity of a boat was not big enough to hold all the gaspereaux that were in the net.

As usual, when the fish are so plentiful, the price dropped below normal. The gaspereaux caught around the middle of the St. John and tributaries were sold, mostly to Fredericton dealers who sold locally, and also shipped into Maine, New Hampshire and Massa-



Leonard Everett and his son, Richard, of Victoria Beach. Dick, only eleven years old, was the hero in rescuing his father recently, when the latter's lobster boat became jammed under the Victoria Beach breakwater and was demolished by the swift tide of Fundy. The youngster, seeing his father's plight, put off in a punt just in time to make the rescue before the power boat broke up.

chusetts, placing the fish in barrels and boxes, with and without icing, but mostly with the icing. The gaspereaux caught around the mouth of the river and up as far as Gagetown were sent to St. John. The demand for the gaspereaux for smoking and pickling has been much lighter than it used to be at St. John. This is due to a big slump in the West Indies market. Until a few years ago, practically all the smoked and pickled gaspereaux put up at St. John and along the Bay of Fundy could be easily marketed in the islands of the West Indies. However, the gaspereaux seem to have lost interest for the people of the islands, and the sales there have fallen off greatly since 1925.

What is sorely needed is a campaign to recover that market, and also to develop new markets. The home market is the best available for the gaspereaux now, but this is not enough to cover 25 per cent of all the gaspereaux that could be caught in a season. Naturally, with a glut at home, the prices were not attractive to the fishermen. In some cases, the retail price dropped to 20 cents a dozen for big gaspereaux. Before the slump came into effect, there was no trouble getting 72 cents a dozen in the local retail markets for these fish.

In order to sell their gaspereaux, more of the fishermen than ever before went into retail selling. They bought or hired small trucks or pleasure cars, filled these with gaspereaux and went selling the fish from house to house, also soliciting the employees of mills, stores, etc. It was only by using this direct method of selling what they caught that they got returns for their fish, for the manufacturers refused to buy more than a small percentage of the total catch, and offered a very small price for what they did buy.

Capt. David Coy of St. John, who died recently, was interested for many years in the gaspereaux, shad and salmon fishing on the St. John River. He operated nets and weirs in the river each season. Last year although 85, he established a motorship on the route be-

tween St. John and French Lake via the Jemseg River, Maquapit Lake and Portobello River. He had a crew of men netting gaspereaux, shad and salmon in the Jemseg, Maquapit, Portobello and French waters. He took the fresh fish in his vessel to St. John and marketed the fish there. There had been no service on the route for about 12 years and, because of the motorship, it was possible to get the fresh fish quickly to St. John. For salmon, Capt. Coy shipped the fish to the Boston and New York markets from St. John. His death followed a brief illness. A sister survives. His death came as he was preparing to resume operations on his motorship and in fishing. Despite his years, he was in command of the navigation of his ship through 1928, in addition to directing the operations in fishing.

Ossian Burnham of North Head, Grand Manan, has a cow which has been the mother of four pairs of twin calves. The cow gave birth to the fourth pair recently. The four pairs of calves have been born within five years. The Burnham cow is believed to be a record maker in this respect. Mr. Burnham is a fisherman.

Mantford Smith has proved it is not absolutely necessary to explore for scallop beds with a government boat. Mr. Smith has been convinced there was a scallop bed off the Black Ledges in the Grand Manan group. He decided to do some investigating on his own hook. Out in his motorboat he went, and lowered his rake around the Ledges. He spent most of a morning in his exploring. As he was sure a scallop bed existed around the Ledges, he was not surprised when his rake brought up the shellfish. He went at it in the nature of an experiment, to show whether he was right or wrong in his judgment. The catch of the morning reached 900 scallops. He considered this ample evidence of the scallop bed.

Because of the general scarcity of cod, haddock, pollock, herring, etc., around Grand Manan, Mr. Smith decided to turn to the scallop dragging. Little of this has been done around Grand Manan, as the fishermen have devoted practically all their attention to trawls, weirs, lobster traps, with dulsing also getting attention in the season. Finding that trawling was unsatisfactory, Mr. Smith arranged to experiment. The lack of line and weir fish gave him the opportunity to do some investigating. The government had been asked to send a fisheries patrol boat or a special vessel around the big island and numerous small islands that make up the Grand Manan group and locate scallop beds, thus providing additional revenue for the producers. However, the government has shown lack of activity and interest in the possibility of finding scallop beds around Grand Manan, and the fishermen have been forced to do the exploring themselves. Their close knowledge of the group has helped them greatly in finding the beds.

The bed discovered off the Black Ledges by Mantford Smith is not the only recent scallop find around Grand Manan. A number of Grand Harbor fishermen felt there was at least one bed at or near Big Duck Island. After several attempts, the draggers succeeded in coming in contact with two beds near Point Prangle. For the first week after the locating of the two beds off Duck, the fishermen shipped 150 gallons of the scallops to Boston and New York, about 65 per cent of the scallops going to the Boston market. The price was \$3.50 per gallon. Included in the operations of the scallop draggers have been the waters about Three Islands, chiefly off the eastern shores of these islands.

While the Grand Manan fishermen have known of a bed on the eastern side of the Three Islands, there was little dragging there until recently, and it was only on account of the great scarcity of the line and weir fish that the men went after the scallops.

In the opinion of seasoned fishermen of Grand Manan, there are numerous scallop beds around the Grand Manan group, but, in order to locate all of them, it would be necessary to have the government detail a boat and crew to the work of exploration. To go all over the waters would mean a survey lasting at least three months, and the fishermen cannot afford to use up all this time in speculation. There is little doubt that the scallop fishery can be built up wonderfully at Grand Manan, but the help of the government must be obtained to locate all the beds and chart them.

Halifax Reports

(Continued from Page 26)

To provide in part for the acquisition of the Maritime Fisheries Corporation of Montreal and the National Fish Company of Halifax, the shareholders of the Atlantic Coast Fisheries Company have approved of an increase in the common stock to 350,000 shares from 135,000. The stockholders have been offered the right to subscribe to one new share of common stock at \$80 a share for each share now held. It is stated that the acquisition of yet another large fish company is included in the gigantic merger plan.

A gain of nearly \$800,000, when compared with the returns for the previous year, is shown in the statement regarding the fisheries production in Nova Scotia during 1928. The figures as recently announced from Ottawa show the total production was valued at \$11,570,387, compared with \$10,783,631 in 1927. Compared with the average value during the last decade the figures show an increase of \$550,205 or five per cent. The cod fishery was valued during

(Continued on Page 28)



By H. E. Arenburg

RACING against time through a driving southwesterly gale, the auxiliary fishing schooner *Eva N. Colp*, Captain Maynard Colp, arrived at Halifax from the Banks, and docked there, to land her cook, Lawrence Ernst, of Oakland, Mahone Bay, who was taken to the Victoria General Hospital seriously ill.

The tern schooner *Morse*, Captain Paul Myra, has been on the slip at Dartmouth for overhauling and repairs, including the fitting of a new propeller, preparatory to starting again for Hudson Bay.

Schooner *Lacona*, Captain Heisler, arrived in port with a good catch of fish, and reports her fore rigging having been carried away.

The trawler *Geraldine* landed a good fare of fish at the cold storage plant and sailed again for the Banks. The schooner *Jean and Shirley* also landed a catch of 20,000 lbs. fresh fish at the cold storage plant.

The death of Captain Martin Meisner occurred at North West, when he succumbed to the effects of blood poisoning which necessitated the amputation of his arm. Captain Meisner had discontinued his seafaring life and for the past few years worked as rigger, a member of the staff of Daniel Zinck.

A collision between the Lunenburg schooners *Managua*, Captain Napeau Crous and *Harmona*, Captain Aubrey Oxner, occurred on the Banks on Saturday, May 11th. Details of how the accident occurred have not been received. Captain Crous, who was suffering from two broken ribs sustained by falling over trawl tubs during a heavy breeze earlier in the week, was on deck at the time of the collision.

Both schooners were badly damaged. The *Managua's* head gear was torn away and the *Harmona* received considerable damage. The *Managua* put into Sydney for temporary repairs, while the *Harmona*, with jury rig, will endeavor to fish her baiting, after which she will return to her home port for repairs.

Knocked overboard from the decks of the fishing schooner *Progressive II*, Captain Carmen Knock, 12-year old Hilbert Bezanson was drowned on the fishing banks on Sunday, May 12, according to word received here from Queensport, Guysborough County, where the schooner put in for fresh bait. The message was received by telegram from the schooner's Captain by the owners of the fishing vessel, W. C. Smith & Company, Limited, and contained no further information than that the lad had been lost while the schooner was engaged in her fishing operations on the Banks.

Young Bezanson was employed on the *Progressive II* as a member of the dressing crew and was a son of George Bezanson, of Lower Kingsbury. Besides his father, Young Hilbert is survived by a large family of brothers and sisters.

Schooner *Agnes D. McGloshen*, Captain Wambach, is on passage to Porto Rico with a general cargo.

Captain Martin Pentz who underwent an operation at the Victoria General Hospital, Halifax, has returned to his home at East La Have much improved in health.

Captain Charles Conrad of East La Have is a patient at the Victoria General Hospital, Halifax.

Captain Wilson Berringer is having a bungalow built on the lot adjoining Captain James Hirtle's property.

The schooner *Antanga*, Captain Arnold Parks, was at North Sydney, looking for bait. She sailed for the Magdalene Islands. Captain Parks reported 600 quintals of fish.

Captain Gideon Depres, of the Magdalene Island, sailed from Chester in the new motor launch *Mayflower*, which Reuben Heisler built for him at Chester during the winter. The *Mayflower* is to be used to carry mails and passengers to and from different parts of the Island.

Captain Depres will be both engineer and master of the boat on her voyage to the Magdalenes, as he is all alone. He will sail for the Island by way of Prince Edward Island and it will be a hazardous voyage at this time of the year, on account of the ice floes.

The *Mayflower* is fifty feet in length, eleven feet in width, and three feet in depth. She is equipped with a 36 horsepower three cylinder gasoline engine, which is capable of developing a speed of nine knots.

Captain Depres arrived in Chester last fall and remained there until his boat was finished. He holds a master's certificate for coastwise steam tugs, so he feels confident that the maiden voyage of the *Mayflower* will encounter no difficulties.

Schooner *Astrid W.* has fitted out and sailed on a halibut trip.

The schooner *A. W. Chisholm* has sailed for the West Indies laden with a cargo of dry fish shipped by William Duff.

Schooner *Excellence*, Captain Conrad, docked at Zwicker and Company's wharf after a passage of thirteen days from Turks Island, salt laden.

The Lunenburg Foundry Company, Limited, have finished installing the engines in the new handliner *Isabel Corkum*, Captain Eric Corkum, and she fitted out at the wharf of Zwicker and Company, Limited.

The handling schooner *Gloria May*, recently launched at Mahone Bay for Captain Irving Corkum, has had her engines installed by the Lunenburg Foundry Company, Limited.

The frame for the new schooner for Captain Lawrence Zinck is raised and work is progressing rapidly. Smith and Rhuland have also laid the keel for a schooner for Captain Foster Corkum.

Tern schooner *Integral*, Captain Kohler, is on passage to New York with lumber loaded at Dartmouth.

Tern schooner *E. C. Adams* is on the slip being overhauled preparatory to loading at Halifax for New York.

Captain Harris Oxner of the tern schooner *Fieldwood* was called home from Sherbrooke on account of the death of his mother, Mrs. Lenoir Oxner.

A demonstration, which included a talk on the brine method of freezing fish and the best method of frying as well, was given at a meeting of the Women's Institute by M. M. Gardner, Managing Director of the firm of W. C. Smith and Company, which firm, in connection with its fresh fish business, has adopted the brine method of freezing during the past two months.

A new fishing schooner, the *Gloria May*, was recently launched from the yard of John MacLean and Sons, Mahone Bay. She is 130 feet overall. Captain Irving Corkum of La Have will command this fine new schooner which has been fitted out and gone on the Banks for the spring handline fishing trip. Captain M. J. Parks of La Have is her managing owner.

The tern schooner *Charles and Vernon* has sailed for Turks Island. On her return trip she will bring a cargo of salt to La Have. The *Charles and Vernon* is commanded by Captain Getson.

The schooner *Annie E. Conrad*, for many years engaged in the handline fisheries, has been purchased by Captain John White of Sagona, Newfoundland. She sailed from La Have for North Sydney to load a cargo of coal for a Newfoundland port.

Halifax Reports

(Continued from Page 27)

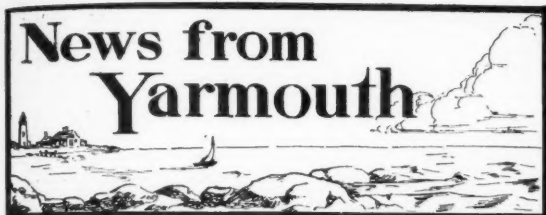
1928 at \$4,406,507, an increase of 27 per cent over 1927. The lobster fishery was next in importance, netting the fishermen \$3,048,255, a slight decrease from the figures of 1927. There were 15,888 men employed in the primary fisheries operations during 1928, a decrease of 243 compared with the figures for the year 1927. The statement on the whole is an encouraging one.

Survivors of the Newfoundland fisherman *General Trenchard* were landed at Halifax early last month by the steamer *Canadian Runner* from Barbadoes where they were taken by the British freighter, the *S. S. Merchant*. The men tell a thrilling story of their experience. For two weeks their vessel struggled through mountainous seas, kicked up by a 75 miles an hour gale. When sighted by the *Merchant* the vessel was waterlogged and the members of the crew in a bad way. The vessel was caught in the terrific gale while bound from Grand Bank, Newfoundland, to Portugal with a cargo of fish.

Carrying a cargo of 250 crates or 22,000 pounds of lobsters, valued at \$14,000, the American lobster smack *Susie O. Carver*, Capt. Carver, sailed on Tuesday, May 14, from Halifax for Boston. This was the first cargo of live lobsters to leave the capital city direct for United States markets and was shipped by Mitchell and McNeil. The crustaceans were brought to Halifax from various shore ports by coastal schooners and steamers. The *Susie O. Carver* is one of the latest type of lobster smacks afloat and she was recently overhauled and repaired at considerable expense to her owners.

Latest information received at the office of Mitchell and McNeil, large dealers in lobsters, is to the effect that the present season has been the most backward one for the Nova Scotia lobster fishermen in many years. All points along the Nova Scotia shore have the same story to tell. Heavy losses of gear have been experienced by the fishermen, particularly along the southern shore during the storms of the last three or four weeks. However, New Brunswick fishermen have fared much better and heavy shipments from that province have tended to keep down the prices so that the Nova Scotian fishermen are not, as might be expected, getting the benefit of a little higher price for the product than usual. The lobster fishing season will close about June 20 and the fishermen are hoping for finer weather during the next few weeks to recoup their losses sustained during the early part of the season.

Richard Cottrell and William Hudson, two members of the fishing schooner *Charles L.* of Liverpool, Captain Ben Cunningham, had a harrowing experience early in May when they became lost in a fog and drifted for three days and three nights on the bosom of the Atlantic in a dory without food of any kind and but a scanty supply of water. When rescued by Calvin Kaiser, of Port Biskerton, both men were about done out. At times they were battered about by heavy seas and they had a difficult task to keep their tiny craft from foundering. They had about given up all hope of being rescued when sighted by Mr. Kaiser, who was cruising about in his lobster boat.



(By the Lurcher)

THE four masted Chatham, N. B., schooner *Harry W. McLennan*, 643 tons, Capt. S. Z. Rafuse, arrived in Yarmouth from Turks Island, on the 17th with a cargo of 29,000 bushels of fishery salt for the firm of Parker-Eakins Company, Limited. Previously to this the firm had chartered three other schooners to bring salt to Yarmouth but they were all lost, two when en route to this port and the third when bound out to come back with cargo.

The Boston fresh fishing schooner *Acushla* was recently at this port to receive some repairs to its engine. When the craft put in to this port it had been on the banks a week, but owing to the very unfavorable weather conditions little or no fish had been taken. When engine trouble developed the skipper decided to come into Yarmouth for repairs which were quickly effected and the schooner left the following day for the banks.

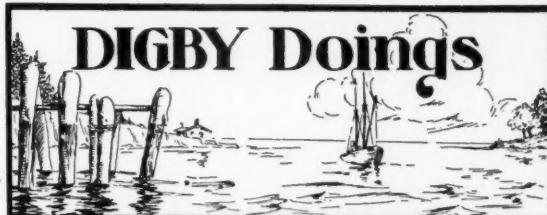
Considerable anxiety was aroused in Yarmouth and neighboring sections during the past few weeks regarding the holding of lobsters in pound to supply markets later in the season. The report became circulated in some way to the effect that the Parliamentary Committee of Fisheries had asked the government to stop shipments of lobsters from pounds or cars holding reserve lots during the close season. Several persons operating from pounds or cars became very anxious and a telegram was despatched to Col. (the Hon.) J. L. Ralston, Minister of National Defense at Ottawa, and Member of Parliament for the constituency for Shelburne-Yarmouth, asking him to enquire regarding the matter and advise. This Col. Ralston gave immediate attention and replied promptly as follows:—"Mr. Found, Deputy Minister of Fisheries, tells me that apparently this matter was incorrectly reported, and that the change proposed in connection with the provision of the Act that requires a license for the operation of lobster pounds, is merely to remove any question of doubt as to the intention of the Act. It has been stated that under the strict wording of the Act, a license might not be required for a pound, if the lobsters from the pound were to be exported outside the district in which the pound is located, and while the Department is satisfied that such contention would not be supported, if any case did arise, it was thought well to amend the clause so as to make it clear that a license would be required whether the lobsters were to be sold in the district in which the pound is, or were to be exported therefrom."

George E. Willey and party of Boston have arrived in Yarmouth during the past week and have gone to the Roseway River on their annual trout and salmon fishing trip.

Capt. Frank Andrews has returned to his home in Melbourne, Yarmouth County, from Tacoma and other Pacific Coast ports where he spent the winter. For over twenty-five years Capt. Andrews was at the head of a large stevedoring business at Tacoma, retiring only four years ago when he returned to his native land. The past winter was a pleasant one for him renewing old acquaintances on the west coast.

Capt. Arthur N. McGray, several years ago a widely known commander of steamships on the Boston-Yarmouth route, arrived in Yarmouth recently and was accompanied by his mother, Mrs. Nehemiah McGray and her sister, Mrs. Kenney, who were returning to their home at Centreville, Cape Sable Island, after spending the winter with Capt. and Mrs. McGray, in Massachusetts. Capt. McGray returned to Boston the same evening.

A rather important steamship deal from the viewpoint of the coastal steamship lines has just been consummated here whereby the Ross-Playfair interests of Montreal have taken over the widely known Cann's steamship lines operated from the Port of Yarmouth by the old established shipping firm of Hugh Cann & Son, Limited. This concern was first established in the days of the sailing ship and built and operated as trim a fleet of barks, ranging in size from 750 to 1,200 tons, as ever sailed the seven seas. It was then known as Hugh Cann, only, but in 1879 he made the firm name of Hugh Cann & Son, admitting his son H. Bradford Cann. After the passing away several years ago of the founder, H. B. assumed the management of the company. In 1910 he incorporated the concern as Hugh Cann & Son, Limited, and he was the first president and managing director. He continued in that capacity until his death about twelve years ago, when he was succeeded by his brother Charles W. Cann and Joseph E. Hopkins, who has served with the company for twenty-eight years, was made managing director. Now, however, with the transfer to the Ross-Playfair concern the firm so far as the personnel of the ownership is concerned, it is no longer a Yarmouth firm, except in name, which the new owners will retain. By the transfer the new owners take possession of the steamers *Keith Cann*, operated on the Yarmouth, Nova Scotia and Saint John, N. B., service; the *Robert G. Cann*, of the Canso-Mulgrave service; *LaTour*, now engaged on the



By "Mac."

"DIGBY DOINGS" are quite scarce this month. There has been very little in the way of excitement or in the way of the unusual in so far as the fishing fraternity is concerned.

Of course the scallop and lobster seasons close on June 1st, and on June 30th respectively. There is the possibility of an extension being granted to the lobstermen, who have enjoyed a fair season, perhaps a little better than usual, although adverse weather conditions have kind of put a kibosh on lobstering during the past few weeks, and some of the fishermen have laid their lobster gear aside and are getting ready for a good season at trawling.

The new auxiliary schooner, *Mary E. Kenney*, recently built at Meteghan, Digby County, by Jules Robichaud for Daniel B. Kenney, of Westport, has joined the Westport fleet of lobster smacks. The new craft measures 77 feet in length, 16 feet in width, and has a depth of 6 feet, grossing some 50 tons. For auxiliary power she is fitted with a 50 h.p. Swedish motor. The schooner has a specially designed hold forward for smacking live lobsters. This hold is constructed with bulkheads which allow the use of the well for the carrying of crustaceans. She is equipped with specially arranged sea cocks, overflows, and pumps. Should the vessel be delayed while freighting lobsters it will be possible to "drink" them with good clean sea water, afterwards pumping out of the hold at will. Captain C. L. Thurber is in charge of this splendid new craft.

The scallop fishermen have not enjoyed a very successful season this year. Weather conditions have been bad, and scallops scarce, although the price has held up very well. Captain Hilliard Barnes lost his gear some three weeks ago, and has tied up his boat, the *Leviathan*, for the remainder of the season.

Accidents and mishaps have been quite frequent. One man, Harry Longmire, of Hillsburne was maimed for life late in December when he became caught in the hoisting gear and wound around the winch. Other accidents have been to the boats, and minor injuries to members of their crews, mostly all of which have been recorded from time to time in the "Digby Doings".

Trawl fishing promises to be fairly good, and the few boats that are now engaged in this work are making some fair hauls. Fresh fish are becoming more abundant at the local fish plants. E. M. Robertson will commence operations at Gullivers after the first of June.

Harry B. Hayden, well known Digby fish buyer, is home again after being a patient in the Yarmouth Hospital for some time as the result of injuries received while halibuting out of Yarmouth with Captain Ansel Snow.

Mackerel have not struck as yet, but the local fishermen are keeping a keen eye peeled for them. Herring and gasperaux are now commencing to come up the St. Mary's Bay, and are being caught in fairly large quantities in the weirs at Seawall.

Grand Manan and Eastport route; *Percy Cann* and *Bruce Cann*, both on the south shore of Nova Scotia service; and the auxiliary schooner *Elizabeth N. Cann*, together with all wharves and docks which the company own, both in Nova Scotia and New Brunswick. The Ross-Playfair Company have now acquired practically all the coastwise steamship lines of the Dominion on the Pacific Coast, the Great Lakes and the Atlantic Coast. Mr. Hopkins has been retained by the new owners as manager of the lines which for so many years have been under his control.

The auxiliary three masted schooner *John Manning*, purchased a few weeks ago by Capt. Wallace Ogilvie, of Parrsboro, Nova Scotia, was recently at this port with a cargo of coal and has since gone to Belliveau's Cove, Digby County, to load for Cuba. The vessel was originally a German owned craft and was built at Elmshorn, Germany, in 1921. Some time after the craft was purchased by a United States yachtsman and brought to New York where he intended to recondition the vessel and fit it into a palatial yacht. That, however, proved too great an undertaking for what the vessel was and the New York owner attempted to operate the vessel in the coastwise trade as a freighter. Owing to the extent of the auxiliary power that did not prove profitable and the schooner was laid up in New York. When Capt. Ogilvie lost the *Quaco Queen* while on the passage from Weymouth to Barbados, he was in New York after his rescue at sea, and heard of the vessel, which he immediately purchased. The *John Manning* was formerly known as the *Rheinland*.

Capt. J. Harvey Shaw, for many years a widely known master mariner out of Yarmouth in the coastwise trade, died recently at his home at Wellington, in this county. As a young man he started a seafaring career and was soon a master in the above trade. For

(Continued on Page 30)



By Cecil Boyd

THE local shore boats have enjoyed pretty fair fishing during the month of May. Operations have been confined to them alone, as there are no steam trawlers landing at this port at present. After the *Offa* left Canso on her return to her home port of Grimsby, England, as noted in my last month's letter, the *Raymond Or*, the only other trawler with headquarters here, went on the slip at Halifax. Being in need of considerable repair work, as a result of some ice pounding she had received, she was on the slip until around the middle of May. About May 18th, she cleared at Halifax for the fishing banks, but will not land her fares at Canso as formerly. Instead, she will fish out of Halifax for the National Fish Company, taking the place of their trawler lost a month or two ago.

It was well along in May before the lobstering hereabouts got into its stride. The season in this section opens on April 20th, but there was very little done during that month, owing to rough and very backward weather. It was well along in the next month before most of the lobstermen had their complete gear out. However, the catch has been coming up, and the prices received by the catchers are about as good as last year. Most of the buyers here are paying a cent more for markets to those fishermen who will bring in their lobsters and land them at the buyer's wharf, that is, the fishermen are being allowed the smacking costs if they will do their own smacking. This is being taken advantage of by quite a few fishermen, where it is possible for them to do so. Of course, some fishermen are located where it is impossible for them to bring their own catches to the market, even if they wished to.

The South Shore Packers, who are one of the large buyers in this section, though they have no factory here, have a stand rented on what is known as The Stone Wharf, in the Tickle, a property which has not been in regular use for some years.

One good feature about the present spring has been the satisfactory nature of the herring runs. This valuable little fish, which is so useful for bait supplies at this time, have been taken in good quantities pretty regularly all this month of May so far at Canso, as well as at Queensport, Fox Island and other points along this coast. As a consequence, vessels of the Lunenburg banking fleet have been coming by two's and three's, etc., and getting baited, all through the month. The lobster buying firms and their fishermen have also thus been able to keep supplied with bait for the lobster pots. It goes without saying, that it also has been a good thing for the financial receipts of the netters and trappers of this district. In this connection, it may be remarked, that the usefulness of the daily broadcasting service for the fishing fleet, telling them where bait is to be had, and so forth, is being fully demonstrated, and, apparently, is much appreciated by the fishermen in general.

It is understood, that after the lobstering season is over, the Government fish-collecting service along the shore will again resume operations. In an article, Mr. Found, Deputy Minister of Fisheries, Ottawa, in referring to this service, says, "Open port districts, such as Canso, Halifax, Liverpool, Lockeport, Yarmouth, and Digby, have been successful in building up all-the-year-round fisheries. The burden has been chiefly felt by the shore fishermen of the coast districts remote from fresh fish markets, and without transportation facilities for shipment to central market points. To relieve the situation, the government inaugurated a system of fish collection services for the purpose of collecting the catches of remote districts, and transporting them to market centers. The experiment has proved to be eminently satisfactory, and the service has been conducted and extended from time to time as reasonable opportunities opened. The fishermen re-

ceived cash for their catches and the marketing facilities resulted in the fishing season being continued into the winter months, when the demand is greatest at better prices than usually prevail during the summer season.

"In the collection district from Canso to Port Bickerton, the shore fisheries catch of cod and haddock has greatly increased the past two seasons since the operation of the collection service. Last year nearly three and one-quarter million pounds of cod and haddock were carried, an increase of over one million as compared with 1927, which was the first year of the service. On the route from Sonora to Halifax, inaugurated last year, nearly 1,000,000 pounds were carried by the collection boats."

From the above, it is apparent, that in the estimate of the Department, the fish collecting experiment has turned out a success.

On May ninth, the gasoline schooner *Charles L.*, of Liverpool, arrived in port with her flag at halfmast. The Captain, Benjamin Cunningham, reported that two of his crew had been missing since Tuesday, the 7th, when they failed to return to the schooner, the fog being very thick at the time. The Captain tried to locate them, but was not successful.

The schooner remained in port for several days, taking on ice and bait, and the next day after arrival, the good news came over the wire, that the two men had been rescued off Port Beckerton, Guysboro County. They managed to get in on the coast, and were picked up by a fisherman, named Kaiser, of that place, as he was tending his lobster gear. The two of them were in a pretty exhausted state, and were placed under the care of Dr. O. R. Stone, of Sherbrooke, and after a sufficient rest, were returned to their homes. Captain Cunningham said, "it was the first time he had ever had an accident with his men, during a long career at sea in fishing vessels."

News from Yarmouth

(Continued from Page 29)

many years he sailed in the employ of the Yarmouth firm of Parker-Eakins Company, Limited, as master of the schooner *Yarmouth Packet*, between Yarmouth and Saint John, N. B.

The lobster fishermen all along this section of Nova Scotia have experienced an exceptionally hard season and as a consequence many of them will lose heavily. It has been since the second week of the season almost gale upon gale and as a result many thousands of dollars' worth of gear has been washed ashore and wrecked. In many instances the men have lost practically every trap they had in the water and the cleanup has been so complete that they have now hauled out for this season. An effort is now being made to get the Government at Ottawa, to allow an extension of about eleven days, which many feel, providing it is granted, will allow them to clean up even, at least. It has been an unusual season for lobsters too, and whenever the weather was such that the men could get to their traps they had good fishing. The last slap for them came on the 12th, when owing to several preceding days being fine, they had placed large numbers of traps on the inshore grounds. On that date a heavy southerly gale started and the next morning all that gear was ashore, a tangled mass of broken traps, snarled trap lines and pot buoys.

G. R. Willson, for the past five years United States Consul at the Port of Yarmouth has received notice of his transfer and about July first he is leaving Yarmouth for Lagos, Nigeria, West Coast of Africa. Since coming to Yarmouth Mr. Willson has taken a kindly interest in many of the local institutions and for the past three years he has proved himself a citizen of much worth.

The fresh halibut fishing schooners out of this port are making a good spring's work when the weather conditions, etc., are considered. There has been some changes made in skippers and Capt. William S. Murphy is now master of the *Dorothy G. Snow*, and the *Courtney*, which he started with, is being skippered by Capt. William Atkinson, who is doing well. Capt. Ansel Snow, of Digby, is sailing *Lawrence Sweeney's* auxiliary schooner *Walter Junior*, and he is also finding good fishing. Capt. Ansel always was a fish killer of considerable repute and this season he is surely maintaining his record of past years. Capt. Simon Muise, as skipper of the schooner *A. W. Longmire*, is also making a good name for himself and has made several good trips and his crew has shared well.

Maine Activity

(Continued from Page 19)

to the sardine herring weirmen. He is a fisherman himself and has operated weirs for many years. He says one dead seal is a much greater menace to a weir than a flock of live ones. That is why he opposes any wholesale slaughter of seals.

He says anybody can kill a seal but only the skillful can kill one and get him before he sinks. There it lies on the bottom for nine days decomposing and then the carcass rises. In this condition it will drive herring and if the carcass should be near a weir of course it would be a great menace. There is also the danger of the seal's body floating ashore and becoming wedged in the rocks where it becomes a menace to humans.

"Use a rifle," says Mr. Rumill. "Shoot the seal through the end of the nose. The bullet stuns it. Then you can row alongside, cut its throat and take it aboard for proper disposition on the shore. If seals gather in too great numbers near a weir all you have to do, is load a shotgun with fine bird shot and get as near the seals as possible. Then spray the shot among them. It won't seriously injure them but will give them a fright. Two or three such treatments and you won't be bothered with seals near your weir."

"The clam in the vicinity of the Scarborough beaches breeds in April or May," say F. H. Plummer, of Portland, formerly of Scarborough. "The little embryo clam drifts wherever the current carries it, first without shell. In about a month the



Gulls hailing a shore boat up Portland Harbor.

shell forms, and still they drift. Thousands perish, where one survives. In July they are about the size of a split pea, and are ready to settle down and begin housekeeping. Contrary to the advice we hear so often—begin at the bottom and work up—they begin at the top of the flats and work down.

"We often hear the question asked, 'How long does it take a clam to grow to market size?' That depends much on the location, as they grow much faster in some flats than in others. Our baby Scarborough clam ought to be large enough to steam in two years.

"Probably most persons do not believe a clam can sing. He can, and also talk. I will acknowledge I cannot understand what they say, but neither can I understand a Frenchman, still I know they are saying something. If you don't believe a clam can sing, you go down on the flats some quiet evening just as the flood tide begins covering the flats. You will hear almost as many different tones as you would in the forest at the twilight hour."

Generally the Casco Bay small gill-netters are boats ranging from 40 to 60 feet in length. Two Portland fishermen with more ambition than money, however, decided they could turn the gill-netting trick with the ever adaptable Hampton. The illustration shows what they did with a 26 foot craft. To be sure the forward cuddy, where both have slept; roller and net lifter, to say nothing of the motor and two or three boxes of nets on the stern, don't leave much spare space. But the fishermen are getting by and making good wages.

Rhode Island Notes

(Continued from Page 24)

the attention of the authorities to it. I have been asked to cooperate with the American Petroleum Institute in their work of oil pollution prevention. As a large part of the trouble caused by oil and other discharges from factories and refineries is easily traceable no doubt your cooperation will materially improve the situation.

A large part of the fish formerly shipped by way of the Fall River line boat from Newport, has been rerouted through the services of the Fish Forwarding Co., Inc., a new plan of shipment has been found to be very feasible. Fish were trucked to Providence, and loaded on the special Provincetown-New York fish train, arriving in Fulton Market at three o'clock the next morning. It is thought that this service would be very valuable on fish shipped to arrive Friday morning, arriving as it does before the boat.

Gloucester Gleanings

(Continued from Page 17)

broods which come only once every few years. The other spawnings are relative failures. In spite of the decrease in the size of the catches since 1927 they are larger than those of the 40 years preceding 1925.

"For several seasons past," said Mr. Sette, "mackerel have been unusually abundant. This becomes particularly evident when we review the catch of the mackerel fleet over a number of years. During the period of 1860 to 1885 it was not uncommon for the annual catch to exceed 70,000,000 pounds. In 1885 and 1886 there was a sharp decline and for nearly 40 years annual catches of between 5,000,000 and 25,000,000 pounds were the rule.

"In 1925 the catch jumped to 34,000,000 pounds and next year went to 47,000,000. The following year 42,000,000 pounds were taken with 31,000,000 pounds for 1928. Although this last is a considerable decrease from the 47,000,000 pounds of 1926, it leaves the total considerably above that of earlier years.

"The mackerel has long had the reputation of being an erratic fish and this sudden boom might be regarded as another instance of this, if it had not been that the reason for these boom years has become known through studies made by the Bureau of Fisheries. It has been found that about 90 per cent of the mackerel caught during the last four years came from the 1923 spawning with about 10 per cent from the 1921 brood. The years 1922-1924 and 1926 failed to produce enough mackerel to make a showing in the catch.

"This proves that many broods are failures and that the fishery depends on the good broods which occur only once in every few years. Knowing this, it should be possible to predict the abundance in advance of any particular season by considering: (1) what old broods are likely to be present; (2) what new broods may enter the fishery for the first time; (3) the relative strength of each brood as judged from its contribution to the catch of previous years; (4) the relative strength of new broods as judged by the abundance of juvenile mackerel in previous years.

This method was first tested last year with astonishing success. If, as seems probable, it proves equally successful in other years, it will reduce tremendously one of the hazards of the fishing industry. Predictions for this year are more complicated than last year because for 1929 only the mortality of the 1923 spawning had to be taken into account. This year the addition of the 1927 brood must be considered."

It probably will be five years at least before mackerel studies are completed. In spite of his new duties as director of the Woods Hole station, Mr. Sette will continue in charge of the work.

The new director was born in Wisconsin, the son of Martin Sette. The family moved to California when he was very young and he was educated in California, being graduated from Stanford University in 1922. From 1920 until a year after his graduation he worked as field biologist at the California Fisheries and Game Laboratory, studying especially the sardine and tuna fisheries.

Soon after coming to the Bureau of Fisheries Mr. Sette began the mackerel investigation at Woods Hole. Recently he was appointed director, succeeding Elmer Higgins.

Fishing Notes from Maine

(Continued from Page 21)

The crab business has become an important industry at Pleasant Point. The crabs are caught in traps and sold to the factory in Thomaston, and many are boiled and the meat picked out and sold in the Rockland market. Lobstermen used to throw the crabs away when they found them in their traps.

Stanley's lobster pound, half way between Somesville and Southwest Harbor, opens for the season on May 26th, and is a popular resort for Bangor people.

Thomaston fishermen are taking large catches of alewives, as are fishermen in the Georges River at South Warren.

Lobsters as a food product have received a higher rating than as a mere food delicacy because they contain about two hundred times as much iodine as milk, eggs or beefsteak.

Maurice Darres of Vinalhaven has just had a Fay and Bowen engine installed in his boat, which gives great satisfaction.



Bessemer and Cooper Consolidate

THE merging of the Bessemer Engine Company with the C. & G. Cooper Company, of Mt. Vernon, Ohio, announced elsewhere in this issue, represents a combination of two pioneer engine building firms. Bessemer engines have been made for thirty-one years, and it is said that the company has more units of the sizes built in operation than any other manufacturer.

The Cooper Company is in its 96th year and has had unbroken engine building experience. The combined engineering talent of these two old but progressive companies should insure a still stronger position for Bessemer diesels in the future. They will have unlimited research facilities, which are indispensable in diesel engine manufacture.

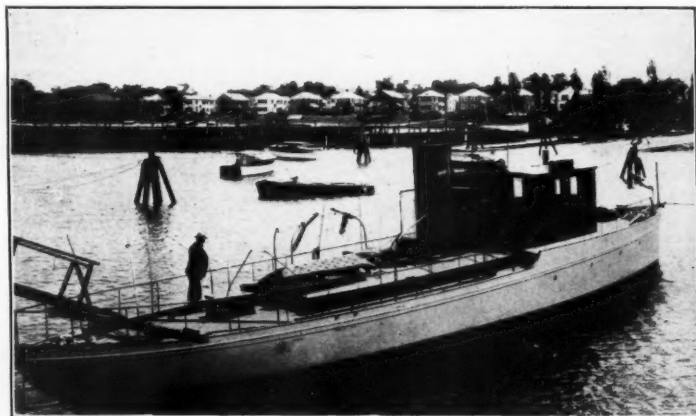
Charles M. Reagle, formerly in charge of Bessemer diesel sales has been made a vice president of the Cooper-Bessemer Corporation, and continues at the head of diesel sales and service. Larry McEwen, of course, remains at the wheel in New England.

The Venture

A 6-cylinder, 6-inch by 10-inch, 100 hp. Hill Diesel of the new solid injection type has just replaced a 120 hp. Speedway gas engine in this 83-foot pleasure boat. She now makes twelve knots at 650 r.p.m., while her best speed before was about ten miles.

Other auxiliaries include Edison batteries, charged by a 4-cylinder Universal lighting plant, which also runs a compressor and a motor driven deck pump.

The boat was built by Lawley, and is owned by Walter C. Lewis of Boston.



Mutterings of the Mastheadman

(Continued from Page 17)

Doubtless this is the start of adequate insurance for fishermen. Fishing hazards have always been considered so great a risk on the human life that insurance companies have refused to cover fishermen except at prohibitive rates, but by spreading the risk over a large number of lives in different vessels the chances of loss are reduced. The total premium on say a hundred thousand-dollar policies is about \$15 per thousand-dollar policy. This is reasonable enough for anyone, whether he works ashore or at sea.

At present this form of insurance is available only where it can include men working in a single fleet, but it is expected that a way will be found whereby independent owners or skippers can consolidate theoretically and secure the benefits of group insurance. The Mastheadman is working with insurance companies in this connection and will keep readers advised as the situation changes because there is no doubt but what nine out of ten fishermen would jump at the opportunity to purchase life insurance at a rate that allows some chance of winning.

The Ocean Trawling Company and the Portland Trawling Company have followed the Bay State in giving their men the benefits of insurance.

Putting Fish Waste to Work

(Continued from Page 16)

then stored away until they are required for introduction into those ice machines which operate by the alternate compression and expansion of ammonia gas.

Fish waste can be put to work very easily and cheaply in the feeding stuffs factory, or as a matter of fact fish traders can themselves prepare feeding stuffs from it, and sell them as a sideline.

In this instance those samples of fish waste which do not contain much salt are the most suitable. A fair proportion of bone is allowable, although obviously this should not be excessive, while the greater the fat or grease content is, the more highly the feeding stuff will be appreciated.

The process in this instance is largely mechanical, and consists first of all of passing the refuse along an endless band arrangement, so that undue proportion of bone can be got rid of, after which the material must be introduced into shallow pans, and dried with constant turning at as low a temperature as possible. Sometimes vacuum pans are employed, as moisture then comes off at a lower temperature, and decomposition is discouraged. Any offensive odor that may be developed is a sign that the drying is being conducted at too high a temperature. Obviously putrid fish refuse will emit this in any case, and that is quite unsuitable for exploitation as a feeding stuff.

When the refuse is perfectly dry it must be finely ground. It can then either be sold in barrels, bags, large cartons, etc., alone, or may be made up into compound foods with farinaceous material for feeding to pigs, fowls, etc.

Fertilizer makers are interested in purchasing fish waste,

and the larger fish traders can, as a matter of fact, turn their refuse into fertilizers quite easily, hygienically, and quickly. Those forms of fish refuse which contain some salt, but not a very large quantity of it, are quite admissible here, but only those forms which contain a negligible amount of fat or oil, or from which all oleaginous material has been extracted by digestion, are suitable, as, if oil or grease is present, the material does not decompose in the soil sufficiently rapidly for it to be employed beneficially as a fertilizer.

Fish waste, strange as it may seem, may be put to work with great advantage in the soap boiler. The sale recovered by the lixiviation of the very saline forms, as above indicated, can be purified by recrystallization and in other ways, and is then very useful for employment as a soap precipitant, i.e. for the separation of the soap after the boiling operations have been completed.

More usually, however, it is the oily forms of fish waste which are turned to advantage by soap boilers. These are digested, bones, skin and all, with one of the well known fat solvents, and the tankage which remains is worked up into artificial manures so that nothing is wasted. When the fish oil has been obtained by the distillation of the mixed liquor containing it, solidification and deodorization is necessary, this being effected as before by taking advantage of the hydrogenation process.

The Lamentations of Cap'n Josh

By Joseph C. Allen

Letter VIII

Can't Teach Old Dogs New Tricks

EDITOR of the Vineyard Gazette:

I hate ter harp onter one subjeckt. If another feller does it it never fails ter rile me and I mistrust thet I rile other folks when I hang too close ter one topic fer too lengthy a spell. But I've jest come through a experience thet I dont bleeve no man ever hed before, jest on account of new-fangled notions, which I am ferever hollerin aginst.

I callate thet we understand each other pretty well on this here matter. You know thet I haint agin progress none whatever, but what I do kick about is gettin hauled inter the wheels and mangled all ter the devil. It dont do nobody no good, furs I kin see and it's devilish onhandy fer myself besides bein painful ez a general rule.

What I agitate is this. Let all hands handle the gear they wuz raised up and grew old with. They say you can't teach a old dog new tricks. Waal now, whuts the use of tryin ter make some darned old canal-boater sail round in a airy-plane? But folks do it, er try ter do it, and thats how it happens thet I'm all skinned up fore and aft and my nose is knocked five piints ter starboard. That is also why thars wrinkles in my socks, and by Godfrey they air goin ter stay thar, too, but I'll explain in deetale.

Partner in Strife

I never told ye this before, but Matildy, my partner in strife, she thinks I'm pretty good-lookin. She thought so when we signed articles ter sail tergether, forty-odd years ago when I wuz mate of a tea-clipper outer Frisco and she haint changed her ideas none at all.

Along with this here notion, she is ez cranky ez a man-o-war skipper bout my clothes. I hev allus dressed fairly well accordin ter my own notions and when I used ter land in Singapore er eny sich place, I kerried a stove-pipe hat along with my regular outfit of shore canvas, and all through these years Matildy hez bragged more er less bout how well I shaped up longside of consuls, customhouse officers and governors thet I've hed ter mix with more er less.

But times and customs change. The canvas hez all been hauled off the yards and the hosses and buggies hev gone over the side. Likewise men's clothes haint what they used ter be and its hard fer a man like me ter make over his taste in shoes and ships ter fit the times thet we air livin in. Some things hev come easy enough but some is cussed difficult ter git used to, jest like larnin a hen ter swim.

Waal, sir, not to go tackin and wearin round any further, me and Matildy sot longside the airtight one evenin a spell ago and I dont know jest what brought the matter up, but all to once she lit onter me bout my socks.

Sez she: "Why under Heavens cant you keep them socks of yours hiisted taut? I declare they droop and wrinkle like a tops' hangin in the buntlines and I shud think thet you would do somethin bout it. Other menfolks dont wear em that way."

"Waal," sy, "Matildy, I haint noways ter blame fer it. I've been a-wearin socks fer a darned good many year and it never used ter be no trouble ter keep em up. Maybe they haint got ez much spring in em ez they used ter hev, er perhaps my laigs hev shrunk a leetle mite, but I cant help that none, kin-I?"

An Important Issue

"You suttinly kin!" she snaps. "Menfolks with laigs no bigger than a gaff-handle kin keep ther stockins up and

you know it! Why, dont you git some stockin-supporters and wear em?"

"I hev seen them things," sez I, "but I never thought I'd like em. I mistrust thet they stop the circylation and likely ez not I'd hev cold feet. Besides," sy, "who the devil cares whether my socks is wrinkled or not? I haint lookin fer no second wife ner runnin fer office neither."

"Waal", she sez, and she begun ter git salt, so I knowed she wuz mad, "I care and dont you fergit it. I've inspected you at the gangway, goin and comin, fer morn fer forty year, and I've never let you disgrace the ship yit, and you haint a-goin to now, neither!"

"I jest bought a set of these here toppin-lifts terday and you air a-goin ter reeve em off and wear em. When it comes ter pass thet we folks haint able ter set our shore-canvas, it's time thet we went inter some old folks home, but thet time haint come yit. Now, then, here they be, heave the kinks out of em and put em on!"

She handed me a pair of them lastic garter gadgets all covered with nickelplated buckles and blue ribbon. "Good Lord," sez I, "couldn't you git somethin thet looked a leetle mite less like summer? It haint skursely spring yit."

"What be you a-drivin at?" she come back, "whats summer got ter to do with them things?"

"Oh" sy, "I wuz jest thinkin bout June brides and high school graduates and summer folks. These cussed fancy things dont remind me

of nothin else and I mistrust thet I'll be the town's talk if I wear em outdoors, but I'll do it in the interests of peace.

In for Trouble

So I put em on and I found thet twaant no trouble ter peak them socks sos thar waant no wrinkles in sight. I also found thet they wuz darned tight and I felt pretty sure thet they'd cause trouble of some kind but I never suspicioned what kind of trouble would be. It reely started thet night, fer I plumb fergot thet I wuz wearin the cussed things when I turned in. I made fast ter the toe of one sock and set taut and I hed it haaf-way off when the darned supporter let go and the hook er whatever you call it, flew up and hit me squar on the nose. Thar waant no damage done, but it made me kinder mad and I called Matildy's attention ter the danger of wearin sich devilish things.

"Suppose," sez I, "thet the darned hook hed ketched me in the eye, it might hev put her out."

"Suppose yore grandmother!" she snorted. "Suppose you fell head-fust inter one of yore hip-boots er jest imagine what would happen if you stabbed yourself in the gizzard whilst eatin pie with yore knife. I callate the result would be jest ez bad and ary one is more likely ter happen before any accident with them air stockin-supporters. You wear em, anyhow, er thar'll be ructions aboard here!"

The next mornin I turned out and dressed ez usual, thinkin ez I put on my clothes bout my work and the weather and figgerin on which job I'd better tackle fust same ez I've allus done. When I started below I heard a leetle noise behind me and thinks I: "That cussed cat waant put out last night," fer I thought twuz that I heard. I looked round a mite and called, but the cat didnt show up and then, as I started agin and still heard the noise I discovered thet I hed fergot ter hook up them darned supporters and they wuz a-danglin from my socks and slidin along the floor.

A Bad Start

Twuz a bad start ter make and I knowed it, but I tried em up and went below.



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After breakfast I started fer the beach in the usual contented frame of mind that comes after stowin away a couple of corned herrin, maybe eighteen flapjacks and three-four cups of coffee and a few doughnuts. I wuz smokin my pipe and sniffin the southerly wind and life seemed pretty darned good.

Dreckly a boy come along and sezze: "Yer losin somethin," piintin ter my feet and I looked down ter see thet one of them supporters hed let go. I hooked her up agin, but it made me feel ruther upst havin ter haul up my pantslaig on the street, then I went on, but I waant quite so happy ez before.

Arrivin to the beach I see a couple of the fellers shovin a sailboat overboard and I got holt and shoved with em. Ez we walked back from the water, one on em sez, sezze, "What in fer Godfrey's sake have you got adrift?" and I see that both of them cussed things wuz on-hooked!

They raised the devil with me some, whilst I wuz makin fast agin. "Why the devil didnt you git pink ones?" they sez. And, "How come you haint got some of them air fancy silk stockings ter go with em. Likely you'll be wearin high-heeled shoes next." And a lot more.

Josh Stood Silent

But I stood it in silence, although I could see the joy of life and the peace on earth a-goin ter looward like lint off the tail of an undershirt on a clothesline in a norwest gale.

Twuz jest like that all the forenoon. I dont know how many times they come adrift, ner how many folks told me bout it. I dont know either how many times I stepped on the ends on em, but I do know that once I landed head and shoulders in a bait tierce and another time I struck on a lobster pot and stove it all to thunder. Then when I wuz walkin home I hed ter stop twice ter hook em up and folks see me thet I knowed cussed well would do a lot of talkin.

I reached home in a darned sight different frame of mind than I left in and the determination ter git a bunch of safety pins and pin them things up whair they belonged and solid enough sos theyed stay thar. So I went aboard and right up aloft to the stateroom without sayin a word, which, likely enough, might hev been a mistake.

Waal, sir, I couldn't find no pins that looked rugged enough. They wuz too cussed small and I started below, fer I knowed we hed some big ones aboard somewhere. And I waant feelin none too pachunt when I come outer that room, slammin the door ez I come out, fer it didnt seem ter shet jest right.

Like a Porpoise

I took one step towards the head of the companionway stairs and somethin seemed ter grab one of my ankles and give it a yank. The next minute I wuz divin down them stairs like a porpoise headin fer the bottom, fer whatever held my laig parted and I wuz adrift on my beamends!

It wuz the first three steps thet took the hide off my nose. I know it becuuz I see where the aidges wuz broke off when I looked things over. But I figger it got slued when I landed fer I wuz tied up in an awful knot.

Comin head-fust, ez I did, my head fetched up long before the rest of me and ez my laigs and body come pilin down, the weight kinked me up like a rope lands at the bottom of a well.

And talk about noise! Good Lord, you would hev thought thet a hoss wuz hevin the colick on them stairs! Busy ez I wuz I could hear it.

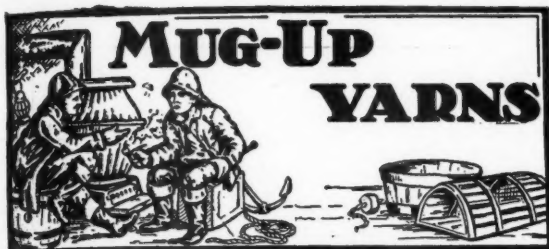
I wuz pickin myself up, jiint by jiint, when Matildy come runnin in. "What be you a-doin, and what in the name of Christopher Columbus is the matter?" she wanted ter know.

"You wait a spell," I growled, ez I picked up one arm and waved it round ter see if twuz broke. "You wait," I went on, pokin my ribs, feelin fer stove-in spots, "and I'll give you a full report. Ez fer whats the matter, I cant fix the blame fer this here enter them darned sock supporters, but they air at the bottom of it!"

Pickin Up the Pieces

They wuz morn that, ez I found out. When I hed picked up the pieces of my watch and the buttons off my vest, the gear I kerry in my pockets, and a few chunks of hide, and when Matildy hed plastered me up and swabbed up the blood, why I went back aloft ter see if I could find out what hed floored me.

And I'll be cussed and scuttled if thar waant one of them devilish supporters shet in the door! No darned



The Song of the Coasters

By Joseph C. Allen

LOFTY "down-Easters" with deck-loads of pine,
Dingy old brick schooners, rolling along,
Slick looking freighters "a-clippin' it" fine,
Sail to the tune of the old coasting song:

"All yer plain canvas, and break out the kites!
Drive the old sled till her timbers shall crack,
Cuttin' the corners and makin' the lights,
Eastport ter Baltimore, git thar and back!"

Here an old light-vessel joins in the song,
Siren a-shriek as she buries her nose.
Hark, down the wind comes the words loud and strong,
This is the song that the coastin' man knows:

"Whoop! Shove her into it, crowd on yer sail!
Wisht I could foller ye on the long tack;
Old Father Nep must be twistin' yer tail!
Eastport ter Baltimore, git thar and back!"

Up from the looard comes the sound of a knell,
Where the old bell-buoy is rolling around,
Clear comes the song ringing over the swell:
"Go to it, you coasters! I know where you're bound!"

"Ware the long shoal and the jagged-toothed reef,
Waitin' ter gobble ye, hear their lips smack?
Many a schooner hez come to her grief—
Eastport ter Baltimore—never come back!"

Thick weather, clear weather, glass high er low,
Deckloads a-washing off over the rail,
So the down-Easters and brick schooners go,
Shouting the song as they pass within hail:

"Hang out yer wash! Put yer rail under foam!"
Distance the fleet that'll foller our track!
North-bound er South-bound, we're headin' fer home,
Eastport ter Baltimore, git thar and back!"

wonder I pitchpoled! The devil himself couldnt hev stood
up with that drug on him!

I yanked off tother one and piintin ter the one in the
door I sez ter Matildy, sez I: "Forty-odd year ago you
agreed ter take me fer better er worse, wrinkled socks may
be a indication that I'm a-goin by er goin bad, I donno,
but I'm a-goin ter hold you to yore agreement. Further-
more," sez I, "thar haint a-goin ter be no more cussed
schemes tried ter improve er otherwise change my appear-
ance and general rig. I warn ye now that I'll mutinize at
the fust mention of sich another thing."

"But dont you want ter look good?" she wanted ter
know.

"Yes," sy, "I callate I do, but I want ter look natterel
too, and from now on I'm darned if I'm goin ter let you
do anything ter make me look er feel different!"

"Waal, how'd you feel with them things on, anyway?"
she sez.

"Ez if I wuz walkin on stilts fastened ter my feet with
carpet tacks," sez I. Hopin you air the same.

Captain Josh.

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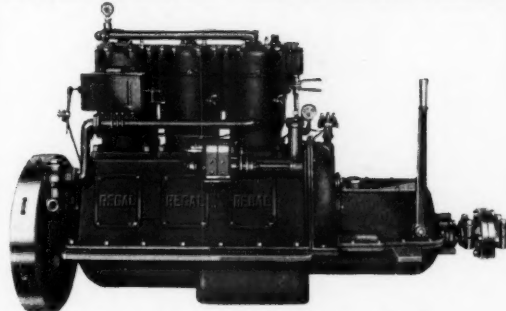
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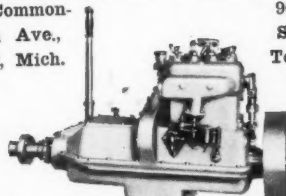
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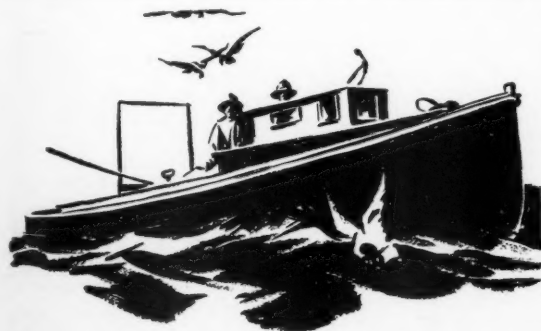
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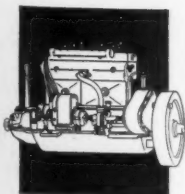
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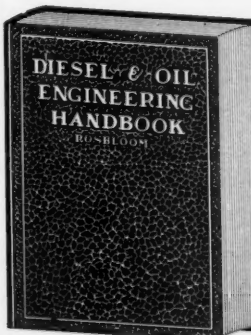
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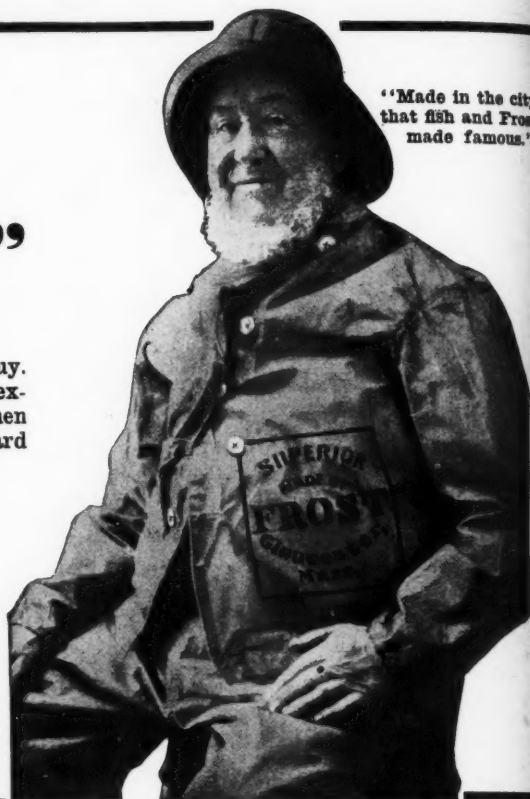
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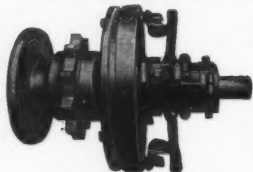
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